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THE "EGYPT" DISASTER. ASSISTANCE IN FOG.

Messrs. Alfred Holt & Co. wrote to the *Times* recently as follows:—

On Wednesday, May 31st, Mr. J. E. Mills, Labour member for Dartford, is reported to have asked a somewhat incoherent supplementary question in connection with the loss of the *Egypt*. We at once wrote to Mr. Mills as follows:—

"In the *Times* of to-day's date you are reported to have asked the following supplementary question in the House of Commons:—

"Mr. Mills.—Will the right hon. gentleman make close inquiry into the statement made regarding the steamship *Titan*, the only qualified operator of which said he was receiving strong signals from the *Egypt* before he went off watch, and when he returned to duty, two hours after the accident, then came for the first time knowledge of something which would have been available to the watcher for the whole period, if he had had scientific knowledge, and under those circumstances will some fresh investigation be made into those men being allowed to take duty for which they are not competent?"

"As it appears that this question can hardly refer to any *Titan* except our steamer of that name, we shall be obliged if you will inform us:—(1) Whether the report does refer to our steamer *Titan*? (2) Whether the report in the *Times* is accurate? and in the event of the answer to these questions being in the affirmative, what is your authority for any of the statements of fact of which you have made yourself the mouthpiece and thereby accepted responsibility for their accuracy?" And as we received no reply, on June 10th we sent to Mr. Mills by registered post the following further letter:—

"On May 25th we wrote you a letter of which we enclose a copy, and regret that up to the present date you have not favoured us with a reply. As the matter is important, please reply before the end of next week."

To this, although it has been delivered, no reply has been received. Mr. Mills has inaccurately stated that there was only one qualified operator upon the *Titan*, whereas there were two, the senior operator made no statement, whereas the junior operator appears to have made a statement to the representative of the Association of Wireless and Cable Telegraphists, materially different from that published by Mr. Mills. Mr. Mills has also inaccurately stated that the watcher was incompetent.

WHERE THE "TITAN" WAS.
As a matter of fact, at the time of the accident to the *Egypt* the *Titan* was off Dunceless, about 255 miles away, and with the constant jamming of messages in the English Channel it is not surprising that she did not receive a communication which could have no possible effect on her movements.

But issues are raised far more important than the inaccuracies of Mr. Mills. Supposing the *Titan* had been in the neighbourhood of the Lizard instead of Dunceless, ought she to have gone to the assistance of the *Egypt*? In our opinion the answer to this question is most decidedly "No."

The instructions which we have given to the masters of all our ships direct them, when homeward bound from the Mediterranean to the English Channel, to proceed from a position off Finisterre for the Lizard on a course which at the nearest point is forty miles distant from Ushant. These instructions are qualified as follows:—

If you have had a good observation north of 47 deg. 30 min. N. Lat., and the weather is fine and clear, you may land in off the Lizard course before you have made the 30 miles, but do not pass either by night or day within twenty miles of Ushant.

From this it is quite clear that no master in our employ could have taken his ship anywhere near the *Egypt* without flagrant disobedience to instructions most carefully considered with the sole object of procuring the safety of his ship, passengers, cargo, and crew.

Apart from the special dangers incurred by navigating close to Ushant, we demand altogether the duty of a vessel to proceed to the assistance of another which has met with disaster in a fog. In the case of the *Titan*, we have an instance of a ship actually turning a mishap into a disaster, and it is certainly difficult to conceive anything more dangerous than several vessels proceeding on converging courses in a fog with the sense that early arrival at the scene of the disaster is a matter of moment. Such an operation is far more likely to increase than to diminish the loss of life and property.

And, finally, in response to an S.O.S. message the master of a ship elects to take a grave risk to the safety of his ship and the persons and property on board, and unfortunately in so doing incurs disaster, who is to pay for this?

No persons are more anxious than we are to secure safety of life and property at sea, nor have many people taken more effective steps to attain this result, which, in our deliberate and considered opinion, is most likely to be accomplished when shipowners and shipmasters direct their attention to seeing that the ships for which they are individually responsible are properly constructed, found, and navigated.

It is to the prevention of disaster and not the palliation of its consequences that attention and expenditure can be most profitably directed.

CANTON AFFAIRS. POLICY OF THE NEW CIVIL GOVERNOR.

The seals of the Civil Governor and letters of appointment have been sent to Mr. Chan's native village in Heungshan. General Chen Chung Ming telegraphed his congratulations to Mr. Chan on his being elected. Mr. Chan has announced that, although reluctant to enter political life, he will conform to the desires of General Chen and the Provincial Assembly. He hopes that his tenure of the office will lead to a real "government by the people" movement and he will do all he can to further its attainment. It is his intention, he says, to follow the wishes of the people and he, therefore, looks for guidance from the members of the Provincial Assembly as they are the elected representatives of the people. He intends to assume duty on September 1st.

His strong point will be to straighten the tangled finances of Kwantung. The Provincial Bank will open with a loan of \$1,000,000, which will be an "unlimited" reserve for the notes issued. The Bank had been closed since the beginning of the trouble and "caretakers" have already commenced cleaning up the premises. The \$1,000,000 and \$100,000 have risen from 62 per cent. to 67.5 per cent. as a result of Chan's announcement. Very little change is anticipated in the Civil Governor's staff, but either Chan Kuei Man or Kam Cheung will be appointed Chief of the Civil Department.

GENERAL CHEN CHUNG MING.

General Chen Chung Ming has declared that as the question of the Civil Governorship has been settled, he will co-operate in the Government of the Province by assuming the position of Commander-in-Chief of the Kwantung Army as from September 1st. His military subordinates have been making plans for an official reception when he returns. General Chen will use his old headquarters in Tin Ping Street and will devote immediate attention to reducing the number of troops in the Province.

POLISH ORPHANS FROM SIBERIA.

SENT HOME BY N.Y.K. STEAMERS.

Wandering in the wilderness of Siberia away from their native land, without parents, without friends and even without supplies, so many Polish orphans have had to endure hardship and privation for such a long time as a result of the Great European War that the Japan Red Cross Society has again stretched out its hands to alleviate their suffering. In fact, the Japan Red Cross had to take 370 Polish children into its detached Institute in Tokyo for more than a year and to send them to America in 1915 to be transferred to the Polish Relief Society established in Seattle, Washington, U.S.A.

This Society has felt obliged to decline to look after another group of Polish children numbering 400, with 10 attendants now on the way to Japan from Siberia, and the Japan Red Cross had therefore arranged to receive them at Osaka when they arrive in Tsuruga from Vladivostok, and to send them to Danzig on board the N.Y.K. ships *Katori Maru* and *Atsuta Maru* sailing from Kobe on the August 22nd and September 5th respectively. The steamship company, in support of and in full sympathy with the humane project of the Red Cross Society, had made considerable allowances on their passages, beside making special provision in the way of cabins for their accommodation.

It is said that H.M. the Empress was so deeply moved on hearing of the plight of these helpless Polish children that she has graciously given them supplies and many Japanese following Her Majesty's example have offered help to the Japan Red Cross and extended their sympathy and kindness to the orphans in various practical ways.

It is one of the chief objects of the League of Red Cross Societies to alleviate the suffering of mankind. The Japan Red Cross, adhering to the principles and spirit of the League, has discharged on every occasion its duty ever since the Society was inaugurated. —Communicated.

GOOD MONSOON IN INDIA.

RAINING "RUPEES."

A Bombay report dated July 23rd said:—Excellent rains have fallen throughout the greater part of the country, filling tanks and wells, and giving agricultural operations a very fair start. There are a few patches where more rain is necessary, especially in the North, in Kathiawar, and parts of the Punjab, but the monsoon is one of excellent promise. Indeed, Bombay, which has had nearly fifty inches of rain in some districts, where the sun has scarcely been seen for weeks, would welcome a change of weather which always follows very prolonged rain. The Presidency finds compensation in the thought that if blue mould is common, it has been "raining rupees."

The Straits papers report the death of Mr. E. H. Reynell, second son of Mr. H. E. Reynell of Kobe, one of the oldest foreign residents in Japan. Mr. Reynell, who was manager of the Bukit Darah Estate, died from heart failure, under an anaesthetic administered in the European hospital at Kuala Lumpur.

THE KOWLOON BURGLARIES. SHERLOCK HOLMES AT WORK.

Sub-Inspector Shannon made an interesting statement at the Magistracy yesterday morning, when the youth who was charged before Mr. Lindsell on the previous day, with being a rogue and a vagabond was again brought up on remand.

Prisoner was arrested on Sunday night in an alley-way at the rear of Armand Buildings and in his possession was found a screw-driver and a box of matches. At the previous hearing the Inspector stated that the burglaries at Armand Buildings and at the houses on Observatory Hill had become so frequent that it was necessary to place six detectives on picket duty to protect the neighbourhood. The youth accounted for his possession of a screw-driver by saying that he had it to fix a lock which had been forced open by burglars. He did this at the request of an amah.

Yesterday the house boy and the amah of No. 2, Armand Buildings disapproved the defendant's tale. The house boy, however, admitted that the youth had slept in his quarters at No. 2, Armand Buildings for one night, some days before he was arrested, and that he had had food with him on several occasions. Mr. Lindsell told the boy to be more careful in the future as on this occasion he had been harbouring a thief.

Inspector Shannon said prisoner was given eight strokes on the back for being a thief. When the police investigated the recent robbery at Major Lloyd's residence on Observatory Hill, when a number of tennis trophies were stolen, they found a footprint close to where the trophies were standing. This foot print was compared with that of the accused and found to be very much like it, but unfortunately, the footprint was not clear enough to establish the connection beyond doubt, and as they had no further evidence they could not charge the youth.

The Magistrate ordered the youth to be sent to prison for three months with hard labour.

HOW CLOTHES ARE STOLEN FROM VERANDAH.

ACCUSED MAKES A FULL CONFESSION.

A novel way of stealing clothes from first floor verandahs was explained to Mr. Lindsell at the Magistracy yesterday, when a Chinese was charged with having in his possession an instrument suited for an unlawful purpose.

The accused was arrested late on Tuesday night in Yau-mat. He had in his possession a bamboo pole, into which were telescoped two long sticks, an instrument shaped like a chisel and a piece of wire. The sticks, when fastened together could be used for lifting clothes from the verandahs.

The man made a full confession and said the implements belonged to a friend who had since been convicted for larceny of clothes. As he was out of work, owing to the rain of the past few days, and in view of the easy way in which his friend obtained the clothes, he went out on the previous night to try his luck, but before he actually got to work he was arrested.

The Magistrate ordered the man to be sent to prison for six weeks.

TRUCK ACCIDENT. CASE AT THE MAGISTRACY.

Arising out of an accident which occurred some days ago when an employee of the P.W.D. had his foot crushed by a truck, the truck owner was charged, on remand, at the Magistracy yesterday morning with causing injury to the P.W.D. employee.

Inspector Caygill explained to the Magistrate that a letter had been received from the doctor that the injured man would not be discharged from hospital for some days. He asked for a further remand.

The Magistrate, having regard to the fact that the defendant had been detained for some days, asked the Inspector if he could arrange for the case to be heard as early as possible.

Inspector Caygill agreed that it was hard lines on the defendant. He then described the accident and said the injured man was lying on the ground in Des Vœux Road shovelling earth when the defendant came along with the truck, took no notice of the man on the ground, and the wheel of the truck passed over the man's foot.

The Magistrate thought that the complainant could not give much evidence as naturally he would not see what had happened. His Worship remanded the case until Saturday.

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Out of doors there is nothing so restful and comfortable for the eyes as the light reflected from green fields and trees, the absorption of the ultra-violet and orange rays by the chlorophyll of the leaves; hence the introduction of Fibuzal Glass, yellowish green in colour, which is produced in several shades, and lenses made of this may be worn as a protection to over-sensitive eyes where it is desirable to tone down excessive light and glare. Fibuzal lenses of any prescription in either regular or toric forms are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 83, Queen's Road Central.—Adv.

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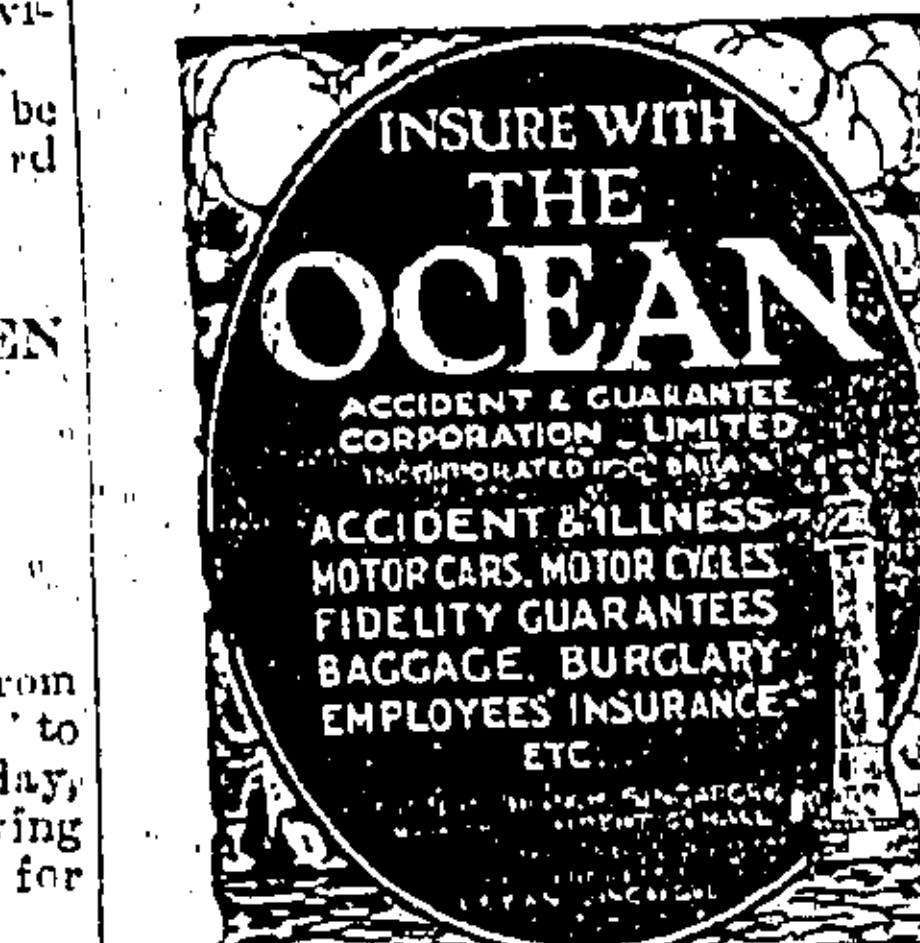
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WANTED by October First or End, a Reliable NURSE, preferably English, for a three year old girl—with amah's help, for three or four years, with home passage. Correspondence addressed MADAME DE ROSSI, Italian Consulate-General, Shanghai. [1356]

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HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for 1921. Revised by the Members.

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MACAO HARBOUR WORKS.

NETHERLANDS FIRM'S TENDER ACCEPTED.

A SIX-AND-A-HALF MILLION DOLLAR CONTRACT.

A beginning is to be made with the long discussed harbour project at Macao. A considerable portion of the work is to be put in hand within the next few months, the tender of the Netherlands Harbour Works Co. having just been accepted, at roughly six-and-a-half million dollars, subject to certain conditions and reservations with respect to unforeseen circumstances that may arise, e.g., typhoon damage during the progress of the work.

Three great firms were in the running for this important contract; Sir Whitworth Armstrong, Ltd., Newcastle; the Pacific Construction Co., Vancouver, B.C.; and the Netherlands Harbour Works Co., Amsterdam, whose agents here are the Holland China Trading Co. Tenders were to be sent in by April 15th of this year, but at the request of one of the tenderers an extension of a month was granted and finally, another extension to June 20th. On that day two tenders were handed in at Macao to the Jury. The Pacific Construction Co. notified that they could not submit full specifications in the time.

The tender of the Netherlands Harbour Works Company has been found the more advantageous of the two, and terms were finally arranged a few days ago between the Macao Government and Mr. Van Exter, the Company's representative. Certain reservations are made in respect of circumstances beyond the control of the contractors. Those problems will be dealt with as and when they arise and it may be that, if unforeseen difficulties are unexpectedly numerous, the scheme will be modified in some respects in order to keep within the sum of seven million dollars or so that the Macao Government has in hand for this work.

The Netherlands Harbour Works Co. completed in 1921 the Chefoo Harbour Works improvement scheme at a cost of four-and-a-half million dollars. Besides bringing to Macao from Chefoo the extensive plant used there, the Company will bring from Europe a number of powerful dredgers and towboats, in order to expedite the work as much as possible. Operations will begin in about four months' time and it is estimated that the work will occupy three years. The most recent proposals for the Macao Harbour Improvements were estimated to cost between \$15,000,000 and \$20,000,000. It was proposed to make extensive reclamations in front of the Praya Grande and in the junk harbour near the Green Island Cement Works, also to cut a canal connecting the inner harbour with the Canton River and a channel to deep water and to construct an "artificial port" by building two sea walls and a breakwater.

The scheme now to be carried out comprises a reclamation extending approximately from the corner of the Praya Grande, known as the San Francisco Battery, to a point known as Macao Sialk. On this reclamation, ultimately, offices and godowns will be built. Projecting from the reclamation, the contractors are required to build two sea walls and a breakwater enclosing a water area partly dredged to 21 feet l.w.s. (low water at spring tides). It will also be possible to build out piers from the inner side of the walls and so give further facilities for handling cargo. From this "artificial port," as it is called, the contract provides that a channel is to be dredged to the deep water channel, a distance of approximately three miles. This channel will be about 100 feet wide at the bottom, and 21 feet deep. The Macao Government's estimate of the cost of the reclamation, the "artificial port" and the three-mile channel was about four-and-a-half million dollars, but the lowest tender—that of the Netherlands Co.—was higher than that sum by two million dollars.

The plans of the work, on which the tenderers prepared their estimates, were prepared by Admiral Hugo de Lacerda, the Director of the Port of Macao, who has been working on the project for several years. Admiral de Lacerda planned and superintended the important harbour works at Laurence Marques.

WHAT IS A "NEW" BUILDING.

RENTS ORDINANCE TEST CASE.

TENANT WHO HAD TO LEAVE "A SINKING SHIP."

The question what amount of rebuilding constitutes a new building was argued in a Rents Ordinance action in the Supreme Court, before the Puisne Judge (Mr. J. R. Wood), yesterday afternoon.

The Public Works Department served a notice on the Chinese landlord of No. 25, Centre Street, Victoria, that the walls of his house were unsafe and that the place must be pulled down and rebuilt. Notice to quit was therefore given to the tenants, including the defendant in the present action, who occupied the second floor. When the work had been done the P.W.D. issued a certificate under Section 204 of the Public Health and Building Ordinance and the certificate described the premises as a new building.

The tenant went back to the second floor of the building when he found the place was finished: to this the landlord objected, but agreed to let the tenant remain on his agreeing to pay \$20 a month instead of \$36 as previously. Later, on legal advice, the defendant offered \$44 in place of the \$20.

Mr. F. E. Nash was for the plaintiff (the landlord) and Mr. F. G. Vaux (of Messrs. Wilkinson & Grist) defended the tenant. The facts were agreed, except that the defence wanted the plaintiff to prove rebuilding and that the premises "had to be" pulled down. The defence did not admit that the notice to quit was valid, though in the circumstances they had to go. As the Judge put it, the tenant was in the position of the rat which leaves the sinking ship. Mr. Vaux also submitted that the agreement to pay \$20 a month was not binding under the Ordinance, which laid down rules governing rents, notwithstanding any agreement to the contrary.

Mr. Raven, the architect who supervised the rebuilding, told the Court that, except for the party wall and a portion of another wall, all the walls were pulled down and were not rebuilt in the same place. The foundations were removed and replaced, but carried down deeper than the original foundations. A cock loft was added, the kitchen was put in a different place, the staircase was put on the opposite side and more than half the roof was replaced. New bricks were used, but some of the joists were used again. He would call it an entirely new building. The Building Authority described the building as a new one and it was to be reassessed.

Mr. Nash submitted that the standard rent could not attach to the rebuilt premises but that the first rent agreed upon in the new place—namely \$20—was the legal one. These were not "alterations and additions" so the clause allowing an addition to the rent representing 8 per cent. on their cost did not apply.

The Judge elicited that the cost of rebuilding had been \$4,200.

Mr. Nash also said he did not care to press the argument that Section 9 (2) applied in this case. That section said that an "entirely new building" was outside the Ordinance but in this case the word "entirely" was a stumbling block, as a small portion of the original building remained.

Mr. Vaux mentioned that the expression "new building" only occurred twice in the Ordinance; once it was qualified by the addition of the words "within the meaning of the Public Health and Building Ordinance, 1902" and once by the word "entirely." Proceeding with his address, Mr. Vaux said this case was being treated as a test case for at least one other. The notice to quit was not valid but the tenant had to go. When a tenancy was interrupted like that, implied covenants were broken. If a rent of \$20 could be turned into a rent of \$40 a month by expenditure of \$4,200 on rebuilding we might expect to see half Hongkong given over to reconstruction. He thought this case came fairly within the section which enabled landlords to charge extra for additions, and that additional amount had been offered by the tenant. To allow the landlord to refix his own rent was contrary to the spirit of the Rents Ordinance. It would mean that, for a very small expenditure, landlords could put themselves outside the operation of the rents restriction legislation.

The Judge reserved his decision.

STRANGE DISCOVERY ON A LONELY ISLAND.

MATCHED FITTED UP WITH MODERN MACHINERY.

ALLEGED TO HAVE BEEN A COUNTERFEIT COINERS' DEN.

The other day Sergeant Hope, of the Water Police, whilst cruising near Lau Tung Island in a police launch, noticed a match shed almost obscured from view in a ravine near the north-east corner of the island. During his three and a half years' service spent on this particular patrol he had not noticed the match shed before. Curiosity caused him to land on the island, and investigate. With his coxswain he visited the spot and discovered that a brand new match shed had been built into the hillside in such a position that it could not be observed on land more than five yards away. One man was walking up and down inside the shed and another was asleep in a bunk. The surprise of the Sergeant and his coxswain turned into amazement when they found that the shed was fitted up with all sorts of machinery, including a heavy press, in the centre of the shed on an erected iron plate fixed on a bed of cement. On either side of the press were two large concrete bowls, about a foot deep. In the shed were six fire places, four of them fitted with iron bars. A large cutting instrument was also found, fastened to a sleeper cemented into the hillside. On the floor of the shed were found a number of card board discs which fitted into the hole of the cutting machine. These cardboard discs were exactly the same size as Canton ancient pieces. Another piece of machinery, fitted with two rollers and adjusting wheels, was also found. This was also embedded in cement. The shed was fitted up with bunks capable of accommodating six or eight people.

Sergeant Hope arrested the two men on the premises and had them despatched to the Water Police Station at Kowloon, whilst he himself remained behind to make further investigations and to keep guard. Shortly afterwards Mr. T. H. King, Deputy Superintendent of Police, and Sub-Inspector Grant arrived on the scene when a full inventory of the place was taken and instructions were issued for the place to be pulled down. This was done and the shed and its equipment were transferred to the mainland, pending further police enquiries.

The island is inhabited by six Chinese who live on the opposite side to where the shed was discovered. Enquiries amongst these people led to the arrest of a woman whose husband was said to be keeper of a small temple on the island. She was arrested for having in her possession a number of bags of charcoal which were found to be tied with the same kind of string as that used for building the match shed. The woman when arrested said that the charcoal had been left at the place by a fisherman named Ping Hoi. About the same time her husband disappeared and has not been heard of since.

Yesterday afternoon the two men and the woman were brought before Mr. Lindwell, and charged with having in their possession a press and machinery used for the purpose of making counterfeit coins.

Mr. T. H. King, Deputy Superintendent of Police, Kowloon, prosecuted. Mr. R. E. A. Webster appeared for the defence of the two men, and Mr. A. E. Hall represented the woman.

After Mr. King had outlined the case and Sergeant Hope had given evidence on the lines stated above Professor Middleton-Smith, M.Sc., M.I.M.E., Professor of Engineering at the Hongkong University, gave technical evidence as to the nature of the machinery. He described the cutting machine as a hand punch, used for punching holes in metal. These machines were commonly used locally, especially in shipbuilding yards for cutting holes for rivets. The instrument with the rollers, Professor Middleton-Smith described as a rolling mill. This machine was capable of rolling out metal to the thickness of a 20-cent piece. The press would be used for pressing out the metal.

Asked by Mr. King if sufficient heat could be obtained from charcoal to melt metal, Professor Middleton-Smith said that this was possible.

Mr. Webster suggested to Professor Middleton-Smith that the machinery was quite suitable for a legitimate enterprise such as making base caps for sporting gun cartridges, or cutting out discs similar to those discovered. To this the witness agreed.

Asked by Mr. Webster as regards the press, Professor Middleton-Smith said: I should say that this heavy press would be used for the purpose of stamping the King's head on the coins.

Mr. Webster pointed out that no dies had been discovered. This was confirmed by Mr. King.

At this stage the case was adjourned until Wednesday next at 2.15 p.m.

PRAYA MURDERER HANGED.

AN ECHO OF THE RIG STRIKE.

At two minutes past five o'clock, yesterday morning, Leung Wo who was sentenced to death at the March Criminal Sessions for the murder of Leung Yuk Tong, paid the supreme penalty for his crime at the Victoria Gaol.

The execution was attended by the usual officials. The deceased went to his death quietly and made no confession. The usual death inquiry was held at the Magistracy yesterday at noon presided over by Mr. Lindsay and the jury, composed of Messrs. Alfred G. Lamplugh, W. P. Liang and H. W. Sassoon, returned a verdict in accordance with the medical evidence that the deceased met his death by hanging in the due execution of the law.

The murderer was a seaman aged 24, a native of Shun Tak. The man he shot at and mortally wounded was Leung Yuk Tong, a partner in the firm of Jack A. Tai, stevedores. The crime was committed in broad daylight whilst the murdered man was riding in a ricksha along the Praya near Statue Square. The motive for the murder was said to be that the murdered man had assisted in getting strike breakers for vessels during the Seamen's strike.

On March 20th the defendant was brought up for trial before the Criminal Sessions and on March 24th he was sentenced to death.

Mr. F. C. Jenkin, Counsel for the defence, had the case referred Home for leave to appeal to the Privy Council on points of law. A cable announcing that the appeal had been unsuccessful was received about two months ago, and confirmed by letter later, whereupon the Governor signed the order for the carrying out of the sentence of the Court.

DAMAGING NEW EVIDENCE.

CAUSES PLEA OF "NOT GUILTY" TO BE WITHDRAWN.

Ho So appeared before the Chief Justice (Sir Wm. Rees Davies) at the Criminal Sessions this morning, charged with robbing, with others unknown, a travelling trader named Un Chai-tsin of a platinum watch, gold chain, other articles and \$533 in cash.

Mr. H. K. Holmes (Crown Solicitor) prosecuted and Mr. Elsie Zeitlyn (instructed by Mr. F. X. d'Almada) appeared for the defence.

The jury were Messrs. G. E. Ellams (foreman), F. N. Young, A. J. Rodrigues (jur.), P. J. Solomon, G. F. da Rosa, Chu Po-yan and S. M. Mayes.

Mr. Holmes said that on the morning of July 21st, complainant was awakened by a man with a revolver, who said he had come to search for arms. There were five men with the first man, all armed with revolvers. The men asked for the keys of the safe. These not being handed over, complainant and another man were bound and thrust aside and the robbers tried to break open the safe. In this they failed. They took the property mentioned in the charge.

The complainant, in his evidence, mentioned a spectacle case found on the prisoner, which he identified by certain marks and a letter "N."

Mr. Zeitlyn asked a quarter of an hour's adjournment to consult prisoner on this point and this was granted.

When the Court resumed, Counsel said he could not refute the evidence of the prosecution without alleging perjury on the part of the prosecutor and the police. He therefore asked permission to withdraw the plea of "not guilty."

Prisoner said nothing when Mr. Zeitlyn's remarks were translated to him. Acting on instructions from his solicitors, Counsel entered a plea of guilty, addressing the Court in mitigation of sentence.

Accused was sentenced to six years' imprisonment with hard labour and ordered to receive 15 strokes with the "cat."

SOLICITOR ADMITTED.

NEW ARRIVAL FROM ENGLAND.

In the Supreme Court, before the Chief Justice, yesterday morning, Mr. T. G. Bennett was admitted to practice as a solicitor and proctor of the Supreme Court of Hongkong. He arrived in the Colony by the P. & O. steamer *Kalyan* to join the firm of Messrs. Johnson, Stokes and Blaxter.

The Attorney-General (Mr. J. H. Kemp, K.C.), in making the usual application, said Mr. Bennett was articled in 1914 in England, and when the war broke out he volunteered for active service. He was refused, probably on account of his youth, but later he was sent to India where he served with H.M. Forces from 1916 to 1920. He then returned to England and qualified his articles and was admitted a solicitor on February 1st, 1922.

The Chief Justice said he had pleasure in admitting Mr. Bennett to practice in Hongkong and hoped he would be successful.

LANE, CRAWFORD, LTD.

SALE

in the MEN'S DEPT.
commences TO-DAY.

ASTOUNDING BARGAINS.

EVERY REQUIREMENT IN

MEN'S WEAR.

SALE ENDS THURSDAY, SEPT. 7TH.

LANE, CRAWFORD, LTD.

SODA FOUNTAIN

CAFÉ WISEMAN.

SUNDAES, PUNCHES,

ICE CREAM SODAS,

ALL FLAVOURS

BEST SERVICE.

HIGH QUALITY.

LOW PRICES.

LANE, CRAWFORD, LTD.

THE SHOP FOR

COLUMBIA GRAFONOLAS

COLUMBIA RECORDS

COLUMBIA ALBUMS

COLUMBIA NEEDLES

FIBRE NEEDLES AND CUTTERS.

ANDERSON'S

Wm. Powell Ltd

TELEPHONE 3146.

Glyn's Hand
made Hats
Old English makeWE ARE NOW SHOWING THE NEWEST
SHAPES IN SOFT FELTS, VELOURS, TWEED.
SINGLE AND DOUBLE TERAIS, ETC.

INSPECTION INVITED

AT

No. 10, ICE HOUSE STREET.

NEW ADVERTISEMENTS

CONSULAT-GENERAL DER NEDERLANDEN, HONGKONG.

TER gelegenheid van den verjaardag van Hare Majesteit de Koningin der Nederlanden, zal de Consul-Generaal van Nederland, te Hongkong, de heer J. J. van der Meulen, op 11 en 12 september 1922, van 11 tot 12 uur 's ochtts, in de Hollandse Club ontvangen.

CONSULATE-GENERAL OF THE NETHERLANDS, HONGKONG.

On the occasion of the anniversary of the birthday of Her Majesty the Queen of the Netherlands the Acting Consul-General will be "At Home" TO-DAY (THURSDAY), the 31st August from 11 a.m. to 12 Noon at the Holland Club.

DIOCESAN BOYS' SCHOOL.

NEXT TERM begins on THURSDAY SEPTEMBER 7th 1922, at 8.45 A.M.
Boards return on September 8th.
Parents and New Boys can see the Headmaster on Saturday, September 2nd and Wednesday, September 6th, between the hours of 8 A.M. and 11 A.M. by appointment.
All New Boys must attend Examination on Wednesday, at 8.30 A.M.
W. T. FEATHERSTONE, Headmaster.

CHANGE OF NAME.

MANNERS & BACKHOUSE, LTD.

THE name of the above Company will be changed from 1st September, 1922, to JOHN MANNERS & CO., LTD.

MOTOR CAR OWNERS ARE STEADILY INCREASING.

WITHIN the last three months nearly 75 cars have been sold in this Colony. When you buy YOUR car you want to know it is a good one. It takes an expert to know a car and a RELIABLE DEALER to look your purchase.
Write or phone for an appointment and I will demonstrate success to you that cannot be equalled anywhere near the price.
A large variety of cars ready for immediate delivery ranging from
HK. \$1000 to \$5000.

USED OR NEW CARS.

Phone: 1427 & 1404.
H. S. KOMOR, Alexandria Buildings.

REMOVAL NOTICE.

ANDERSEN, MEYER & CO., LTD.

Due to announce the REMOVAL on September 1st, 1922, of their Offices from No. 2, Queen's Road Central to

No. 87, DES VETTES ROAD.

(SITE OF THE OLD VICTORIA THEATRE.)

HONGKONG CLUB.

NOTICE.

THE Second Yearly DRAWING of 29 DEBENTURES (each worth \$500 each) of the Hongkong Club, will be held on SATURDAY, the 30th SEPTEMBER, 1922, at 2.15 p.m. in the Club House, at 11, BEACONSFIELD ARCADE, on FRIDAY, the 29th SEPTEMBER, 1922.

Members of Debentures are invited to attend the Drawing.
By Order,
A. H. ABBAS, Secretary.

Hongkong, 29th August, 1922. [1418]

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

A N INTERIM DIVIDEND of Fifty Cents (50 cents) per share has been declared for the half year ending 30th June, 1922.

Such Interim Dividend will be payable on and after MONDAY, the 11th September, at the offices of the Company, where shareholders are requested to apply for Warrants.

THE REGISTER of SHARES of the Company will be CLOSED from the 30th August, 1922, until the 11th September, 1922 (both days inclusive), during which period no transfer of shares can be registered.

By order of the Board of Directors.

SHEWAN, TOMES & CO., General Managers.

[1401]

"S.S. 'TUNGSHING'."

STRANDED IN SWATOW HARBOUR.

MESSRS. JARDINE, MATHESON & CO., LTD., General Managers, INDO-CHINA STEAM NAVIGATION CO., LTD., HONGKONG, are prepared to receive TENDERS for the temporary repair, floating, and delivery of the above steamer her stores, apparel and tackle, at the Harbour of Swatow, in a condition for proceeding to Hongkong.

Permits for inspection of vessel as she now lies, will be issued on application to the above.

G. R. SAYER, Head of the Sanitary Department.

[1420]

INTIMATIONS

FRANCIS WILLIAM MITCHELL

(DIED 1890).

JOHN STEWARD LAPRAIR

(DIED 1893).

INFORMATION as to "JOHN ROBERTS"

SENR. and Family is wanted in connection with the above deceased.

JOHNSON, STOKES & MASTER, Solicitors, &c.

Prince's Building, Hongkong. [1415]

Date of the 28th August, 1922.

THE HONGKONG JOCKEY CLUB.

AN EXTRAORDINARY GENERAL MEETING OF MEMBERS.

will be held in the Jockey Club Rooms, Hongkong Club Annex, on MONDAY, SEPTEMBER 4th, 1922, at 3 p.m.

for the purpose of confirming the Resolution passed at the Extraordinary General Meeting held on the 15th day of August, 1922, approving the Stewards' scheme for carrying out certain alterations in the Jockey Club premises at the Race Course. [1400]

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A NEW CLASS FOR BEGINNERS.

will commence on MONDAY, 4th Sept., 1922, if sufficient support be forthcoming.

Applications for enrolment and enquiries regarding hours of School, Fees, etc., should be made to the undersigned as early as possible.

By Order,
D. K. BLAIR, Secretary.

Hongkong, 29th August, 1922. [1419]

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

Situate

No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be sold by Order of the Mortgagee

By

PUBLIC AUCTION, IN ONE LOT

On

MONDAY,

The 18th Day of Sept., 1922, at 3 o'clock P.M.

Messrs. LAMBERT BROTHERS

At their Office, 200, DEBELL STREET.

The Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages, erections or buildings thereon now known as No. 13, Wing Hing Street, and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2166 being a scarping lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS, Solicitors,

8, Des Vettes Road Central, and

Messrs. LAMBERT BROTHERS, Auctioneers.

[387]

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE

St. George's Building, HONGKONG.

Chairman of Board of Directors

Mr. WONG SHU HAM.

Chief Manager... Mr. L. S. HOLM.

Asst. Manager... Mr. K. T. WONG.

Hongkong Manager... Mr. I. P. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits are

interests at rates of 3 per cent., 4 per cent., and 5 per cent., per annum, respectively.

L. S. HOLM.

Hongkong, October 2nd 1922.

CLEARANCE SALE

OF SHOP-SOILED

NOVELS

AT PRICES UP TO

\$1.00

AT

11, Beaconsfield Arcade.

TO-NIGHT AT

THE CORONET

THE REVENGE

OF TARZAN.

KOWLOON THEATRE.

THE JUNGLE

GODDESS.

Episodes 9 & 10.

INTIMATIONS

JANTAR DE HOMENAGEM

AO SENHOR SENADOR POR MACAU.

FRANCISCO ANACLETO

DA SILVA.

NO DIA 1 DE SETEMBRO DE 1922.

OS membros da Comunidade Portuguesa de Hongkong que quiseram tomar parte neste jantar, pedem inscrever os seus nomes nas listas que se acham pautadas nas Secretarias do Club Lusitano, Club de Recreio e Catholico Union.

CERVEIRA DE ALBUQUERQUE, Consul Geral de Portugal.

[1435]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER

"KALYAN."

Arrived Hongkong on 29th August, 1922.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, PORT SAID, ADEN, BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Tuesdays.

All claims must be presented within ten days of the Steamer's arrival hereafter which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 29th August, 1922. [1421]

KONINKLIJKE PAKETVAART

MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND BELAWAN DELI.

THE Steamship

"VAN OVERSTRAAT"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the Wharves delivery may be obtained.

Goods not cleared by the 5th Sept., 1922, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. GODDARD & DOUGLAS on 5th Sept., 1922, at 10 a.m. Claims against the steamer must be presented on the 7th Sept. 1922, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA JAPAN LUN, Agents.

Hongkong, 29th August, 1922. [1414]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO & STRAITS.

THE Motor Vessel

"GLENARIEFF"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 5th Sept., 1922, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. GODDARD & DOUGLAS on 5th Sept., 1922, at 10 a.m. Claims against the steamer must be presented on the 7th Sept. 1922, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 29th August, 1922. [1437]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamship

"TYMERIC"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 4th Sept., 1922, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined at 10 a.m. on the 4th September.

Claims against the steamer must be presented within ten days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 30th August, 1922. [1438]

INTIMATIONS

Burnett's

celebrated

London

Dry Gin

unique in character and

flavour.

Gives that distinctive

excellence to a Cocktail.

Blends excellently with

Watson's Stone Ginger

Beer.

SOLE AGENTS

A S. WATSON & CO., LTD.

Wine & Spirit Merchants.

PHONE 616.

HONGKONG OFFICE: 104, DES VETTES RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

Hongkong, August 31st, 1922.

HOUSING AND RENTS.

The housing problem is practically world wide, and other places than Hongkong have their Rents Restriction Acts. As most of our readers are aware, there is one in force in Great Britain, which should expire automatically in June next year, and the Government has just appointed a Committee to inquire into the working of the Act.

We gather from recent home papers that there are few people who are sanguine enough to expect that it will be allowed to expire on the due date, and we observe that Sir Kingsley Wood, the Parliamentary Secretary to the Ministry of Health, expressed his belief recently that it was impossible to permit the Act entirely to lapse, "although in the interest of present house-building that was desirable." The declared policy of the Ministry is to get prices down to somewhere near an economic rent, and Sir Asquith Moore recently stated that prices had come down more than his experts had expected. "It would be folly, therefore," says the "Daily Telegraph," "now that we are on the road to economic rents and the restoration to the private builder of the task of providing whatever houses are required, to take any step which would arrest the present progress, simply because a number of people are still crying out for houses which they cannot get. To say that the Health Ministry is cynically indifferent to the housing needs of the community is flagrantly unfair. They are best consulting those needs by expediting the return to conditions in which the speculative builder may once more be tempted into the business of building small houses at economic rents with a fair prospect of a profit. It is private enterprise alone which can house the nation." Equally

manifest is it that it is on private enterprise that we have to rely in Hongkong for the solution of the housing problem. Though marked progress has been made in the Colony in the building of tenement property in the past two years, there is no present likelihood that it will be possible to permit the Rents Restriction Ordinance to expire next year. It seems to be suggested in what we have quoted that the Home Act has had some influence in reducing building costs. We do not quite understand how it could be so unless it has served to bring about stagnation in the building trade. At any rate, it cannot be said of the local ordinance that it has served to reduce the cost of building. As a matter of fact building operations in the Colony are seriously hampered by high costs and scarcity of material, especially bricks. In the circumstances new building construction stands in need of every encouragement the Government can offer. Just a year ago, following upon some information published in the "Daily Press" as to what was being done in the United States, the Hon. Mr. PHILLOCK, K.C., moved a resolution in the Legislative Council, affirming that in order to encourage the construction of new houses in the Colony it was desirable that the Government should pass an ordinance exempting new buildings from liability to pay rates for three years after completion. The COLONIAL SECRETARY ridiculed the proposal and the motion was lost. It is interesting now to observe that a similar proposal was put before the Minister of Health at Home last month by a deputation from the Housing and Town Planning Council. Sir ALFRED MOORE did not superciliously turn down the suggestion. He said he must consult the Cabinet on the matter of policy and the scheme suggested of a subsidy to private enterprise in the shape of remission of rates would be considered. "If houses are not built, there is no rateable value," he said, "and it might be well to remit rates to encourage private enterprise to create the rateable value"—an observation which our local Government might read, learn and inwardly digest with advantage. The Report of the Committee which the Home Government has appointed to inquire into the working of the Rents Restriction Act will doubtless contain much that will be of interest and value wherever restrictions on rents have had to be imposed, for the problems are more or less the same everywhere.

An Englishman walked into the charge-room at the Central Police Station on Tuesday and said that he wanted to give himself in charge as he had been guilty of writing anonymous letters of an obscene nature. These letters, he said, had been sent to various people of the Colony. The man was sent to the Government Civil Hospital for medical observation.

Mr. J. L. Shellshear, M.B., Ch.B. (Sydney), who has been recently appointed Professor of Anatomy at the University of Hongkong, arrived in the Colony this week on the "s. Kalyan" to take up his new duties. Mr. Shellshear comes from University College, London, where he has held the post of Demonstrator in Anatomy. The Chair of Surgery unveiled by the Rockefeller Institute at the Hongkong University has been offered by the University Council to Prof. K. H. Digby, M.B., B.S. (London), F.R.C.S. (England), who has accepted the appointment.

An armed robbery took place at No. 14, Irving Street, on Tuesday morning. A man entered the premises which are used as a tailor's shop, and said he had been sent by one named Ah Kwong to carry away some clothes which were being made to order. He was immediately followed by four other men. These drew revolvers and daggers and drove the master and his foks into a corner where they were bound and gagged, pieces of firewood being used as gags. They then made a haul of ready-made clothing and jewellery which has been valued at \$234.

Chan Tai, the master of a poultry shop, was fined \$25 by Mr. Hamilton, at the Magistracy, yesterday, for cruelty to a number of pigeons. Inspector Fisher of the S.P.C.A., said that he went to the man's shop on August 22nd and saw outside the shop in the glaring sunshine two crates of birds which were not supplied with water. In the top crate were 13 pigeons and the lower one had 20. The Inspector said he had gone to the shop on two occasions and warned the defendant. He had also shown him the regulations regarding the crates. The defendant admitted the offence and also that he had previously been warned.

H.M.S. "DESPATCH."

NEW CRUISER ARRIVES.

Yesterday morning the H.M.S. "Despatch" arrived in Hongkong for service on the China Station. Salutes were exchanged as she entered port. She is the second of the "D" class of cruisers commissioned for service with the China Squadron. H.M.S. "Dartan" being the other vessel of the same type. The "Despatch" has been sent out in relief of the H.M.S. "Carter," which was recently transferred to another station.

The new cruiser has a displacement of 4,765 tons and carries six 6-inch guns, two 4-inch guns and four 3-pounders. Her engines develop 40,000 horse power. The keel of the "Despatch" was laid down in October, 1913, and she was engined and completed at Chatham, where she was commissioned for service on June 2nd of this year. The "Despatch" cost £200,000 to build.

The cruiser is moored alongside the north wall of Camber. She will stay in Hongkong for a few days before proceeding North.

The officers of the vessel are: Captain Robert Hamilton, Commander Arthur J. Dowling, Lieut.-Comdr. Eldred S. Brooksmith, D.S.O., gunnery officer; Lieut.-Comdr. Edward C. Wrey, C.B.S., navigating officer; Lieut.-Comdr. Frank N. Stephenson, torpedo officer; Lieutenants Henry B. Wolcott, Jocelyn S. Bethell, and John W. Josselyn; Eng.-Comdr. Bertram J. S. Johns, Eng.-Lieut. John B. Dancan, Surg.-Comdr. Maurice C. Mason, Surg.-Lieut. Thomas G. Roche, Pay.-Lieut. Herbert G. Cavanagh, Pay.-Lieut. James Hogg, Captain, R.M.L.I. Daniel Broadwood, Sub-Lieut. Michael F. L. Henstock, Gunners Henry S. Knights, Christopher Currie, and Edward A. Haydon (Torpedo); C. D. Shipwt. Thomas Saywell, Wt.-Engineers Peter Grieve and Arthur Barnes, Schoolmaster John C. MacDonald, and Midshipmen Edward K. le Mesurier, Hedwig Liggett, Myers & Company and are valued at \$450. The entry into the godown is said to have been effected by breaking a window and lifting the catch.

On the night of the 28th-29th Messrs. Andersen, Meyer & Company's No. 1 Shipwt. godown was entered by thieves and 75,000 "Old Mill" cigarettes were stolen. The cigarettes are the property of Messrs. Liggett, Myers & Company and are valued at \$450. The entry into the godown is said to have been effected by breaking a window and lifting the catch.

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)ANOTHER CABLE ALLIANCE.
30,000 MILES OF SUBMARINE CABLE INVOLVED.

New York, August 29th.

The latest development in the cable situation is the announcement of an alliance between the Postal and Telegraph Company, which owns the Commercial Cable system, and All American Cables Incorporated, which formerly virtually monopolised the cables on the West Coast of South America. Fifty thousand miles of submarine cable are involved.

TENNIS CHAMPIONSHIP RESULTS.

FINAL ROUND NATIONAL CHAMPIONSHIP MEN'S DOUBLES.

Boston, August 29th.

In the final round of the National Championship Men's Doubles, Tilden and Vincent Richards beat Patterson and O'Hara Wood, 6-0, 6-1, 6-3, 6-4.

GREEK-TURKISH WAR.
FURTHER GREEK REVERSES.

London, August 29th.

Hot fighting occurred at North Anatolia, besides the operations already mentioned, according to Constantinople advices from Angora, which represent the Greeks in the Ismid sector as retreating before the attacks of Turkish flying columns; leaving prisoners, arms and ammunition. Their losses are considerable. The messages add that if the advance of the flying columns in the direction of Bursa continues, the Greeks on the coast are threatened with being cut off.

EARLIER CABLES.

A GREEK REVERSE.

London, August 29th.

It is officially announced from Athens that the important Anatolian Railway junction at Afionkarhisar has been evacuated by the Greeks, evidently in consequence of the vigorous offensive begun by the Turks.

GREEKS OCCUPY A NEW LINE.

Athens, August 29th.

The offensive leading to the abandonment of Afionkarhisar is officially described as most violent. The communiqué adds that the Greeks have occupied a line west of the town. A violent charge by the Turkish cavalry, supported by artillery, was repulsed on Monday near Elvanlar, when the Turks were pursued.

THE REPARATIONS PROBLEM.
A NEW PLAN UNDER CONSIDERATION.

Paris, August 29th.

The Reparations Commission continues its informal conversations with a view to reaching an agreement on the deadlock before the arrival of the German representatives now on the way to Paris, but little reliable information has leaked out. It is, however, noteworthy that there is a change in to-day's Press comment, it being generally agreed that, no matter how radically opinions vary, a split must be avoided. Attention is being fastened on a plan credited to Sir John Bradbury, of which the particulars are not disclosed, but which *Le Matin* considers to have been most satisfactorily worked out and likely to provide sound guarantees and pledges for France.

FRENCH SEMI-OFFICIAL STATEMENT.

Paris, August 29th.

A semi-official statement, coinciding with the arrival of the German delegates, says that in the event of Germany refusing the pledges demanded by France, the only solution in conformity with the Peace Treaty, would be the refusal of a moratorium and a declaration of Germany's default. The statement further declares that, in the event, which is inconceivable, of the adoption of a moratorium without pledges, this would give liberty of action to France, which is unable to abandon the position taken up at London.

MIGHTY AEROPLANE ENGINES.

RANGE OF 3,000 MILES.

London, August 29th.

The Air Ministry has ordered six 1,000 horse-power "Cub" engines, the mightiest in the world, for long-distance bombing aeroplanes, and a special Avro aeroplane is being constructed to test the same. Bombing machines fitted with "Cubs" have a range of 3,000 miles and are thus able to fly without stopping from Scotland to Rome and back. The engine, which is the result of eight years' experimenting, has sixteen cylinders and whirls the propeller at the rate of 2,500 revolutions per minute.

EUROPEAN ECONOMICS AND FINANCES.

ANOTHER ANGLO-AMERICAN DISCUSSION.

London, August 29th.

Colonel House, formerly Ex-President Wilson's most confidential adviser, had breakfast with Mr. Lloyd George at Downing Street, at which various matters connected with the economic and financial condition of Europe were discussed. This, following the interview, which the former Presidential candidate, Governor Cox, had with the Premier on Saturday is causing speculation.

U.S.A. NOT LIKELY TO INTERVENE.

Washington, August 29th.

Any hopes entertained in Europe that the London pronouncement by Governor Cox foreshadowed a change of policy of at any rate the present United States rulers are likely to be disappointed, judging by statements made at White House today. These intimate that the Government is keeping in touch with European affairs in an informal and consistent way and is waiting for the time when it can take a more formal part in the restoration of financial stability abroad, but they represent President Harding as thinking that the time is not ripe for the United States to participate in an international conference aiming at a solution of the financial problems and that he has no intention of sending Mr. Hoover to Europe in the capacity suggested.

EUROPEAN INTERNATIONAL JEALOUSIES.

A DISCOURAGING OUTLOOK.

London, August 29th.

Austria's official plight has evoked many expressions of sympathy, but has also rekindled acute international jealousies between Italy on the one hand and the Little Entente, now comprising Czechoslovakia, Yugoslavia, Rumania and Poland, on the other.

Each side fears that the other will profit by Austria's adversity to gain an economic and political foothold prejudicial to itself. Italy is particularly suspicious of the growing strength of the Little Entente, and conferences are now being held between representatives of Czechoslovakia, Yugoslavia and Rumania regarding the measures to adopt concerning Austria. There is even some talk of military occupation of portions of Austrian territory, both by the Italian and Yugoslav, with the ostensible purpose of securing internal order in case of outbreaks among the despairing populations. This would mean that the fat would soon be in the fire.

COUNTY CRICKET.

KENT BOWLER'S SPLENDID PERFORMANCE.

London, August 29th.

At Lord's, Surrey led Middlesex on the first innings, Hobbs scoring 128. At Cheltenham, Kent beat Gloucester by an innings and 37 runs. In their first innings Gloucester were all out for 31, Freeman taking six wickets for 15; while in their second they were dismissed for 133, the same bowler obtaining six wickets for 31.

At Taunton, Warwick beat Somerset by seven wickets. At Worcester, Derby led the home county on the first innings. For the losers the Hon. J. Coventry scored 53. At Cardiff, Leicester led Glamorgan on the first innings.

DISORDERS IN MADRAS PRESIDENCY.

A CRITICAL SITUATION.

Madras, August 29th.

According to a message from Peddapuram from the correspondent of the newspaper *Sudar jya*, police-stations in the Godavery district are reported to have been looted. The district magistrate with a hundred armed police, has arrived, and the military are expected shortly. The situation seems critical.

THE RUBBER INDUSTRY.

NO COMPULSORY MEASURES BY DUTCH GOVERNMENT.

Amsterdam, August 29th.

It is reliably reported that the Government has notified the International Rubber Growers' Association of the Dutch East Indies that it does not see its way to take compulsory measures to improve the situation.

U.S.A. STRIKE SITUATION.

COAL SETTLEMENT EXPECTED SHORTLY.

New York, August 29th.

It is authoritatively learned that the Government's intention to seize the anthracite coal-mines will not be executed; on the contrary, a peace agreement will probably be signed within a week.

CHILEAN STEAMER DISASTER.

A BIG DEATH-ROLL.

Santiago, Chile, August 29th.

A hundred and fifty passengers and the crew of seventy were all lost on the Chilean steamer *Itata*, near Coquimbo.

THE FLUCTUATING MARK.

SHOWS SLIGHT IMPROVEMENT.

London, August 29th.

After fluctuating between 5,500 and 7,500, marks closed at 6,750.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

THE RUSSO-JAPANESE CONFERENCE.

QUESTIONS TO BE CONSIDERED.

Peking, August 29th.

It is reported semi-officially that the Russo-Japanese Conference at Changchun will be concerned mainly with reaching an understanding regarding the fishery rights which the Japanese have acquired along the Siberian coast, the disposal of the vast quantities of Japanese ammunition stored at Vladivostok and the Nikolaevsk passenger.

The first question is important through the possibility of the Reds taking over the control of Vladivostok after the Japanese evacuation and not realizing that the fishery rights are officially allocated.

As regards ammunition, it appears that both Chita and Vladivostok are anxious to secure it, while the Japanese do not desire to raise possible friction by selling to either party. On this point, some Japanese papers advocate dumping the lot into the sea.

Finally, the Nikolaevsk question has been pending so long that any delay beyond evacuation might consign the matter to perpetuity.

Another question likely to come up is the navigation of the Amur and as the Chinese are vitally interested, it is thought probable that China may be invited to participate in the discussions on this subject, while other questions may arise which cannot be settled without Chinese participation. No mention is made of Vladivostok participating, but that centre may yet ask permission to send delegates, as China will be represented.

LEGATION GUARDS AT PEKING.

NEW BELGIAN COMMANDER APPOINTED.

Brussels, August 29th.

Commandant Polet has been appointed Commandant of the Belgian Legation at Peking.

CHINESE CREW FOR CANADIAN SHIP.

EVOKES A STRONG PROTEST.

London, August 29th.

The engagement of a Chinese crew for the Canadian ship *Imperial*, now at Newport, has evoked a strong protest. The Secretary of the Seamen's Union, Mr. Hawlock Wilson, M.P., has been asked to draw attention to the matter in Parliament.

CHINESE SPLENDID ACTORS.

OPINION BY LONDON PRODUCER.

London, August 29th.

The Chinese are born actors, in the opinion of Basil Dean, who is producing "East of Suez" at the London Theatre on Saturday, with the help of Chinese actors. He told an interviewer that, never in his life had he encountered such remarkable super.

JAPANESE RAILWAY SCHEMES.

£7,000,000 FOR NEW LINES.

A correspondent of the *Times* writes:—At the present time the Imperial Government Railways of Japan are experiencing a remarkable expansion of traffic. The financial results make this clear. Before the war the total earnings, taking the year at 2s., amounted to £2,570,000. During 1919 they increased by £31,297,000, and in 1921 by over £40,000,000.

Although a special department exists to devise schemes for improvements intended to meet the requirements of the traffic, the public demand for transportation increases faster than the improved facilities can be put into use. Improvement works amounting to £7,000,000 are now in hand, though in some cases the construction will take several years to complete.

Single-track lines are being doubled, and in districts with a very dense traffic, such as between Kobe and Kyoto, the service will be increased to quadruple track within a few years. In Kobe itself radical changes will be made. To obtain room for the quadruple tracks they will be constructed as an elevated railway, through the city.

About 6,000 miles of new lines are under construction or in prospect. The latest devices in electric automatic signalling are being installed, and great advances have been made in the capacity of the rolling-stock employed. The shunting yards are to be increased, and everything is planned to take the utmost out of the property. At Semonosaki the bold scheme of a channel tunnel has been initiated to connect with Moji.

Funds to meet these improvements are secured partly from current revenue and partly from public loans. Railways in private ownership are also being stimulated to enlarge their properties.

The conclusion reached after a recent visit to Japan is that the administration is using every means to bring the railways within the reach of the people in all parts of the country.

THE ART OF CRICKET.

[BY WARWICK W. ARMSTRONG.]

The number of books which have been written on cricket is very large, and yet Mr. Armstrong's book (Methuen & Co., 6/- net) seems to find a place which is almost entirely its own. This review is written under difficulties as we have by us no reference library on the subject; but, speaking from memory, the precise angle of vision from which the book has been written has not been specially adopted before. Mr. Armstrong writes for the young cricketer; not for the child of 12 who is just starting the game, but for the youth who either holds or hopes to get his 1st XI. colours at his school. At the moment we can recall no other writer who devotes himself solely to this period, when the player is usually made or marred. Let it be said at once that this book should be in the hands of all school coaches, and easily available to all schoolboys who aim at being good cricketers. At the same time Club cricketers—at all events, those under second-class form—will find it of the greatest interest and instruction.

It is in no sense a history of cricket. As a rule, Mr. Armstrong never tells a cricket anecdote unless it be to illustrate in practice some point which he has made in theory. To the ordinary chapters on batting, bowling and fielding interesting notes are added on wicket-keeping, captaincy, and some remarks on the Australian team in England in 1921. The printing is excellent in its legibility, but we were a little disappointed with the illustrations, which, also, are not well bound into the book and have a tendency to come out.

The old plan of pegging down the right foot in practice to prevent the batsman moving it has been discarded for years by coaches, and very wisely so. One new fashion has been the "two-eyed stance" whereby the batsman pivots his shoulder so as to turn them squarely to the bowler as he runs up to deliver the ball. Mr. Armstrong falls foul of this, maintaining that any possible advantage of vision gained by this advancing "the full face of your front" to the bowler is more than discounted by the loss of the use of the left shoulder in driving. To this he puts down what he describes as the "loss of half the power in the stroke" and also the lack of straight driving in modern cricket. It is a subject upon which every batsman will have his own opinion. We ourselves are inclined to think that more batsmen now drive to the on with the left shoulder away (and perhaps a slightly crossed bat) because it had become the practice to keep the deep-field on the off in the majority of cases, and an attempt was made to get the ball away where the fieldsmen was not.

Any detailed criticism of Mr. Armstrong's remarks on batting would be in the nature of an impertinence from anyone under the status of a first-class cricketer. But it may perhaps be permitted to mention that he falls at times into the usual expert's error of seeing all so clearly except the slow understanding of his readers. Frankly, his remarks on hitting a high full-pitch with a straight, rather than a cross, bat would be more intelligible if accompanied by a photograph—or, better still, by two. However that may be, the average batsman will undoubtedly find much food for thought in the chapter on batting.

The hints on bowling are most useful. Stress is laid on many little details which may help or harm a bowler and which have nothing to do with actual work on the cricket field. Everyone knows, or should know, that the fingers of a first-class bowler are more than mere fingers! They are delicate instruments by which spin and devil are imparted to the ball, and ought to be treated as such. The author's references to various bowlers who have deteriorated by becoming batsmen as well (and thereby developing the wrong set of finger and shoulder muscles) could be largely supplemented by any student of the last twenty years of English cricket. In fact, Mr. Armstrong considers that once length and regularity of action and run have been acquired, net-practice should be sparingly used by bowlers who play in many matches.

One piece of advice is very sound, and yet hard to put into practice—for human nature is weak! The more cheerful a bowler remains under misfortune, the less will his bowling suffer, for the man who has missed one catch will do his utmost to redeem his mistakes when the bowler has not looked as if he would like to catch him alive, or in other ways shown exasperation at the error. "Everyone tries to make the catch." An excellent New Season's resolution for bowlers!

Mr. Armstrong's chapter on Captaincy should be read, learned and marked by all players. It is not given to all men to be captain of an XI, but if all understand its manifold duties, its responsibilities, and its difficulties, it is easier to remain calm when one's captain's actions cause the internal ejaculation: "He must want 'em to win this game." Happy is the man who has never felt that way, and super-excellent his skipper!

To this chapter are appended some remarks on the English tour of the Australian team of 1921. Therein, we are inclined to think, is revealed the secret of that unfortunate misunderstanding with the Kent County Committee which caused so much heart-burning. In Mr. Armstrong's opinion, he was short of bowlers and at times, to avoid staleness in a Test Match, had to rest his cricketers and carry on meanwhile with his change bowlers. One sees his difficulty, but at the same time one can appreciate the force of the remark: "If Kent is not worth beating it is not worth playing." It looks rather as if the Australian Selection Board had been unable to collect a sufficiently numerous side to fulfil at (Continued at foot of next column.)

MONTE CARLO WELLS.

FAMOUS ADVENTURER'S DEATH.

News was received in London in July of the death, in Paris, at the age of 81, of Charles de Ville Wells, known to fame as "the Man Who Broke the Bank at Monte Carlo." It was in the early nineties that Wells gained notoriety by his reckless gambling, and reported enormous winnings at Monte Carlo, his exploits inspiring Mr. Charles Coburn's celebrated song, the chorus of which was sung everywhere at the time.

The stories of Wells's gains were probably greatly exaggerated. At any rate, not long after his return to London, in 1893, he became bankrupt, with liabilities of £23,000 and negligible assets. He was subsequently prosecuted for obtaining money by false pretences, and sentenced to eight years' penal servitude. Upon his release from prison he went to Paris, and it was not long before he again fell into the hands of the police, and received another long sentence for fraud. The public next heard of him in 1912, when he and a woman, said to be the wife of a doctor, with whom he had been associated for many years, were living in luxurious style on a steam yacht called the *Harlinger*, in Falmouth Harbour. In consequence of a communication received from the French Government, Detective-inspector Nicholls and other Scotland Yard officers went down to Falmouth and arrested the couple, and they were brought to London and charged at Bow-street Police-court on an extradition warrant with obtaining large sums of money by false pretences.

In the course of the protracted proceedings which ensued it was stated that after regaining his liberty in France Wells opened an office in the Place Vendôme, Paris, where he carried on a business called La Rente Bi-Mensuelle. He offered, and for a short period paid, interest at the rate of 1 per cent. per day on sums sent him for investment, and the result was that money poured in. There were no fewer than 600,000 investors, and within a period of less than six months upwards of 2,000,000 francs were received, of which about 900,000 francs were paid back in interest. The greater part of the balance was invested by Wells in this country in the purchase of annuities and of mortgages in favour of his mistress, with whom he was in the habit of paying frequent visits to London, crossing the Channel in the yacht in which they were eventually apprehended. After an unsuccessful appeal to the High Court the prisoners were committed for extradition, and the trial in Paris resulted in Wells being sentenced to five years' imprisonment, while his companion received thirteen months'. Mr. Harry Wilson, the well-known Bow-street solicitor, acted for the French Government throughout the extradition proceedings, and it was subsequently arranged that the income from Wells's investments should be divided equally between the English and French creditors. As the greater portion of it consisted of annuities it was to the interest of the creditors that Wells should live as long as possible, and, therefore, when it became known two or three years ago that he was in Paris in a state of destitution it was agreed that he should be given an allowance of 2,500 francs a year. It was upon this sum of about £1 a week that the man who had dealt in thousands and gained the reputation of a millionaire existed in his declining days. As recently as June 17th last Mr. Wilson remitted £1,000 to the French authorities as their moiety of the year's income of the Wells estate, and yesterday he received an official intimation that "the bankrupt died on June 22nd."

The effect will be that there will be little or nothing available for the creditors in future.

SOLDIERS' BATTLE KIT.

A correspondent of a home paper, discussing the scientific value of "Bisley" as regards the service rifle, writes:—

Investigations in recent years have been largely confined to the machine—its accuracy, effectiveness, carrying power, and reliability. The man destined to take it into battle—to carry it on the march, to fight with it—has, perhaps, not entered quite so prominently into the scientific calculations.

But this question has now been forced to the front, for it is, I think, generally agreed that in the later stages of the war the soldier in full battle order—rifle, bayonet, entrenching tool, tin hat, 120 rounds of ball ammunition, gas respirator, great coat, mess tin, rations, haversack, water bottle, and heavy pack—carried in weight far beyond what he should be asked to carry; that it was, indeed, beyond his carrying capacity and should be considerably reduced.

It is the weight of the firearm and bayonet which specially interests the scientific investigators here. The latest pattern British rifle represents in weight about 8lb. 10oz. Is it a practical proposal to reduce the weight of the rifle to about 6lb.? There is an influential body of small-arm experts who say that it is. It is also claimed that the bayonet might be reduced slightly in weight by the process of shortening it and without lessening its efficiency as a fighting instrument.

highest pressure the long and arduous programme which was arranged for 1921, and so they nursed their best performers for Test Match Cricket. It seems rather unsatisfactory.

Finally, let it be repeated that this book is one to buy and keep beside one; to read before net-practice or a match, and to consult again after the practical experience has been gained, so as to locate errors and amend deficiencies.

THE ORIGIN OF MAN.
EVOLUTION IN THE FOOTHILLS OF THE HIMALAYAS.

The origin of the human race has now been made clear. The "missing link" between man and monkey has been found. Where civilisation began, and the steps by which it was diffused from Egypt all over the world, are problems that have been solved.

These remarkable claims are made by Professor Elliot Smith, of the University of London, in the first volume of the new twelfth edition of the "Encyclopædia Britannica," which is about to appear.

Professor Elliot Smith, writing on "Anthropology," states that researches since 1910 have solved the greatest riddles—excepting the origin of life itself—that science has posed about the beginnings of humanity. A decade ago these questions were thought by most anthropologists to be forever unsolvable. Professor Elliot Smith answers them.

UNSOUND THEORIES.

He sweeps away as out of date and unsound the theories of his recent predecessors. Even the views of Professors Edward Burnett Tylor, of Oxford, who wrote the "Anthropology" article in the last edition of the "Britannica," published in 1911, are specifically repudiated.

Mankind springs, says Professor Elliot Smith, from the Sivalik Hills in the foothills of the Himalayas. This district bred anthropoid apes in the Miocene period. Geologists quarrel about how long—measured in years—Miocene times were—Perhaps three or four million.

"The great variety of species and general which were evolved there," he writes, "included the ancestors not only of the orangs, the chimpanzees and gorillas, but also of the human family."

The ancestors of monkeys and men, spreading westward, reached Africa and Europe. "In the course of wanderings between Northern India and Africa human characteristics emerged in one of these simian forms."

Professor Elliot Smith identifies the famous fossil Pittdown skull, found in Sussex in 1912, as a missing link. This skull has a "simian jaw," but the skull case shows "undoubted traces of an extremely early phase of the attainment of human character." There has been much controversy about the age of this skull, but he brushes this aside and declares that the Pittdown man lived in the early Pliocene period. This was at the beginning of the Quaternary or Tertiary geological era. Some geologists would place this period at more than a million years ago.

GORILLA RELATIVES.

All original men were black like their near relatives the gorilla and chimpanzee; but one branch of the human family attained bleached skins and a larger brain. In the glacial period this pale-faced stock became segregated into four main families by impassable ice barriers that endured for countless thousands of years. One group lived near the Yellow River and became the Mongolian race; another in North-East Africa, where it became the brown race.

The Alpine or Arneloid stock was imprisoned by the ice in Turkestan; the Nordic stock, our own ancestors, lived "somewhere to the north-west" of Turkestan. If was not until the ice melted that these races met again and intermingled. But they never lost their distinctive characteristics.

The true cradle of civilisation, states Professor Elliot Smith, was Egypt, not as has recently been assumed, Babylonia. A study of pyramid building and embalming proves how these arts spread from Egypt to New Guinea and Australia, and thence by stepping stones of islands across the Pacific to Central and South America.

GOLD AND PEARLS.

The Egyptians and their Elamite and Sumerian neighbours, whom they civilised, wanted gold and pearls, jade and incense. They pushed out pioneers in search of these things thousands of years before Christ. Professor Elliot-Smith traces, in the light of recent discoveries and excavations, the routes of these early colonists. He shows how in the Caspian area, tin was found and bronze invented, a discovery that revolutionised the world. He follows the earliest civilised men on migrations "to Armenia, the Caucasus, and Asia Minor in the West, and at least as far as Baluchistan, and probably India, in the East."

The search for copper or gold then led these early adventurers along a series of gold workings from the Oxus to Bokhara and on into central Siberia. They discovered gold and jade in the mountains of Shensi, in China, and "incidentally planted the germs of the civilisation of China."

The routes they followed are mapped out by ancient irrigation systems. Totem-worship, and sun-worship, found all over the world, originated, says Professor Elliot-Smith, with the priests of Heliopolis in Egypt, at the end of the Fourth Dynasty, about 3,000 B.C. They put forward their dogmas in an effort to seize control of the State. They were only partly successful, but their doctrines were later carried over the whole world, from Stonehenge to Peru.

Viscount Milner was the principal speaker at the dinner of the Rhodes Scholarship Trust, held on June 17th in the Town Hall, Oxford. In proposing "The Memory of the Founder," Lord Milner said that Rhodes had two great objects at heart—the unity of Empire and the amity and co-operation of Britain and America. These, Rhodes thought, were the two great bulwarks of our common civilisation; and there never was a time when these bulwarks were more necessary in view of the dangers which threatened the very foundations of civilisation.

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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, HANSEL RAMSAY.]

PARIS, July 24th.

The present season is one of plait; there are plait round hats, plait round dresses, plait round capes and plait round coats, and there are also plait round any of the many accessories which go to make up the toilette of an elegant Parisienne. This craze arises, no doubt, from the fact that the ruling passion in dress is for simplicity. From the big designer down to the little midnettes who make her hats and dresses during the lunch hour in the Tuileries Gardens, all are preoccupied with the one thought—how little they can put on a hat without actually leaving it a bare shape, and how little they can put into a dress in the way of line and decoration without leaving it more or less like a coloured nightdress. The modern idea of trimming is a paradox which consists in an effort to ornament a dress or hat, not by putting things on but by taking things off.

Hats are ridiculously simple. This is no departure from the old order of things which have made a "Paris hat" a synonymous term for perfection in this particular branch of art, merely because Parisian milliners have realised the importance of being simple. As in the past, a Paris hat still relies for effect on a wonderful line unbroken by the addition of unnecessary trimmings, a beautiful straw left serenely alone to shine in all its glory, or a perfect note of colour to catch and fascinate the eye; but each and every one of these effects has been reduced to its most simple possible form.

Plaits, being considered one of the simplest forms of expression, they are to be seen on all sides. Long tubes of ribbon or silk are padded with a stiff cord, and these are woven into a tight plait and laid round the base of the crown. One colour may be used or several woven together. Plaits of this description, only much bigger, are used on dresses in the form of a girdle or short shoulder straps for evening wear. Plaits woven of eight or ten strands are used as a belt for coats, in the form of a collar or as cuffs. Plaits of woven ribbon or tinsel are used as an ornament for the hair, plaits of meire, or fine kid are used as a handle or a finish to a handbag, and plaits even figure as a decoration to sunshades. In the house, plaits are again to be seen—on cushions, edging lampshades, or holding back curtains.

When even a plait round a hat is considered to be an extravagant form of trimming, a coloured silk handkerchief is swathed tightly round the crown. When the hat is a shape covered with taffetas, crepe de Chine or crepe Marocain, this is simplified still further by substituting a piece of the same material covering the hat and swathing it in the same way; when the hat is in straw, it is bound with a narrow width of ribbon, and a piece of silk or crepe de Chine to match both straw and ribbon is swathed round the crown. Tabac is a shade one sees a great deal of treated in this way. Such a hat may be worn with a tailor-made, or it may add an elegant finish to a dress worn at a wedding or reception.

For morning wear, there are smaller hats crushed right down on to the head, mostly turned up at one side down at the other, with a huge windmill bow or a feather nestling on the turned-down side. For this purpose, certain departments of Paris shops are mused with feather ornaments of every conceivable description; clumps of ostrich feathers and shiny cock's feathers, balls of these latter stripped and with just a diamond-shaped tip waving at the top, or else this same humble plumage pasted on a strip of cloth and buckram and tipped by a brilliant coloured beak so that they look like some unearthly parrot of a bad dream. With the soft plumage of the pheasant snuggled little balls are made and sometimes a beak or spike is stuck up in the middle so that, in a way, they look like miniature alas trees. From the tail of the pheasant, long wispy feathers are taken, and they are either left in their natural shades or else dyed black or some bright colour. Another idea is to take an ostrich feather, pick out every second strand, and then bend back those remaining and catch them on to the quill—a process which produces an effect resembling the vertebrae of some weird extinct animal; one or more of these are then laid round the base of the crown. If trimming is not applied to a hat in this way, or if it does not consist of a handkerchief or piece of material swathed round the crown, it snuggles into the crown at the right side, nestles on the brim, or else just out from it at an inconvenient right angle for passers-by.

For theatre and evening wear, there are lace and tulle hats so filmy that they seem to float like a cloud over the hair of their wearers. There is a greater vogue in France, perhaps, than in any other country for the theatre hat—a vogue created, without a doubt, by the way in which the seating in theatres is arranged. Instead of the space on the sides and back of the stalls and circles being reserved for cheaper-grade seats, it is taken and converted into small, raised boxes, and these are, after the stage boxes, the dearest seats in the theatre. Installed in one of these "loges," a woman of fashion may keep on her hat without fear of blocking the view of anyone behind her, and, as most women of fashion realise that a hat adds greatly to the charm of one's appearance, they retain these foils, and thereby create a fashion edict which proclaims evening dress and a hat to be *de rigueur* for theatre wear. Tulle, lace and silver or gold net are materials chosen for these hats, and jet, pearls and wispy bird-of-paradise plumes or pheasant's feathers for their decoration. They are generally big and drooping in shape, with small, close-fitting crowns that mould the shape of the head. There was a time when turbans were very popular for evening wear, but this is a craze that has died out somewhat, although (Continued at foot of next column.)

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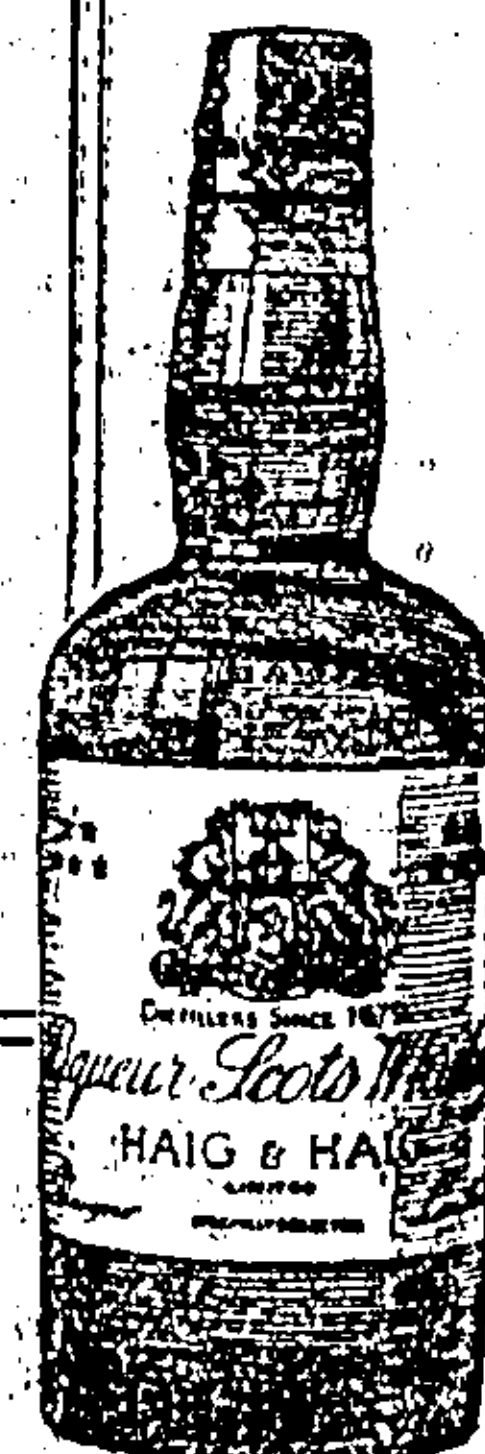
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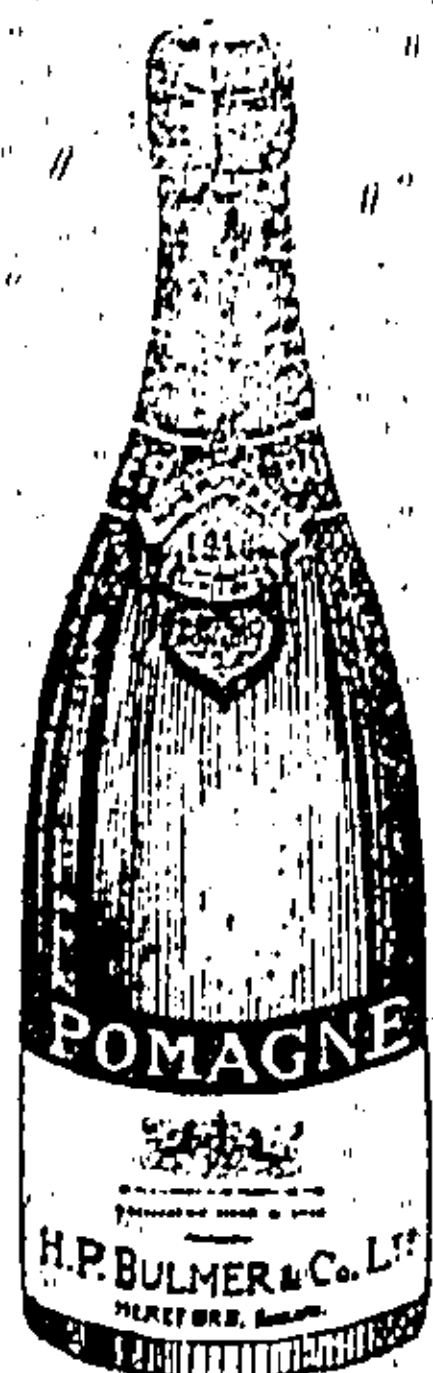
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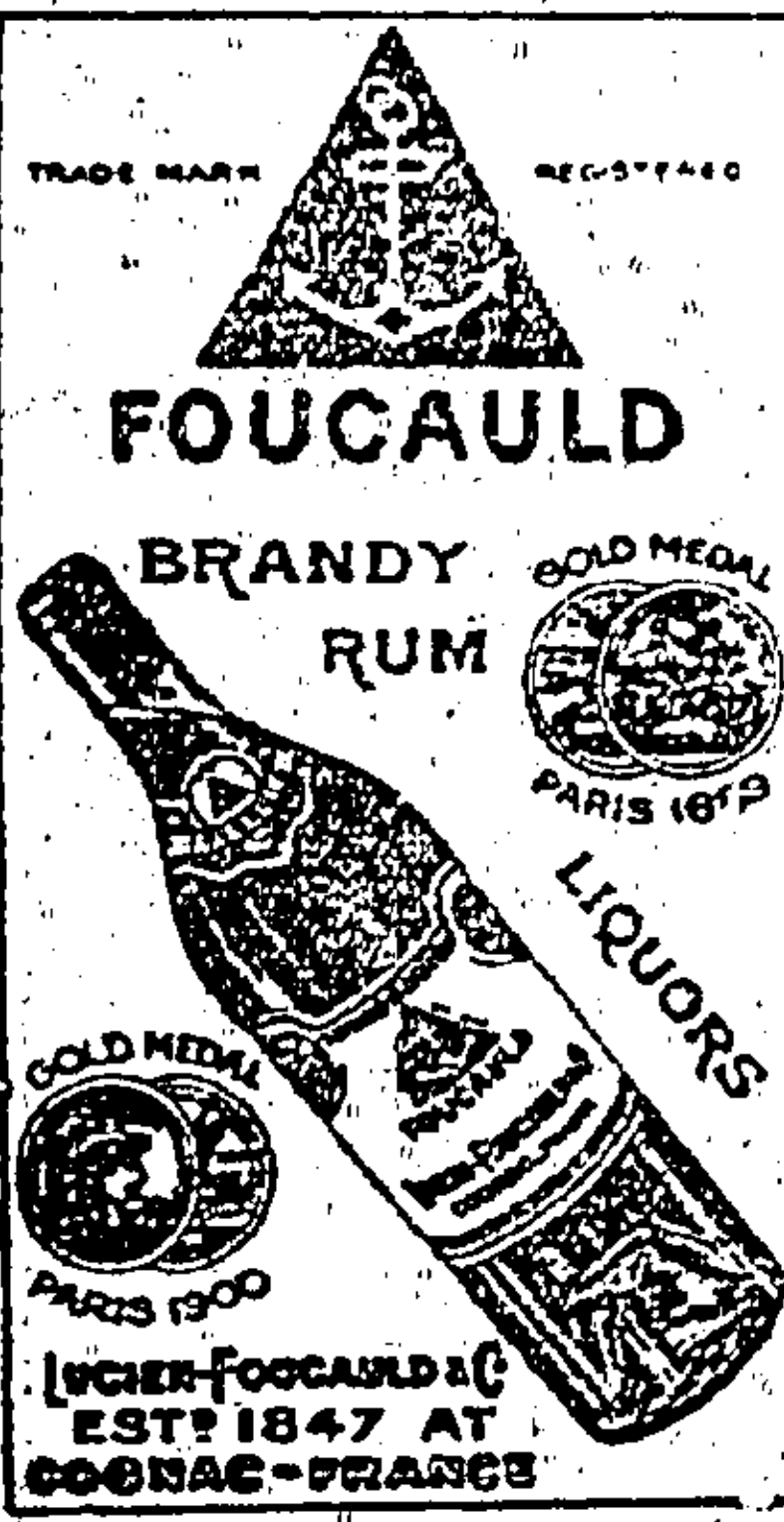
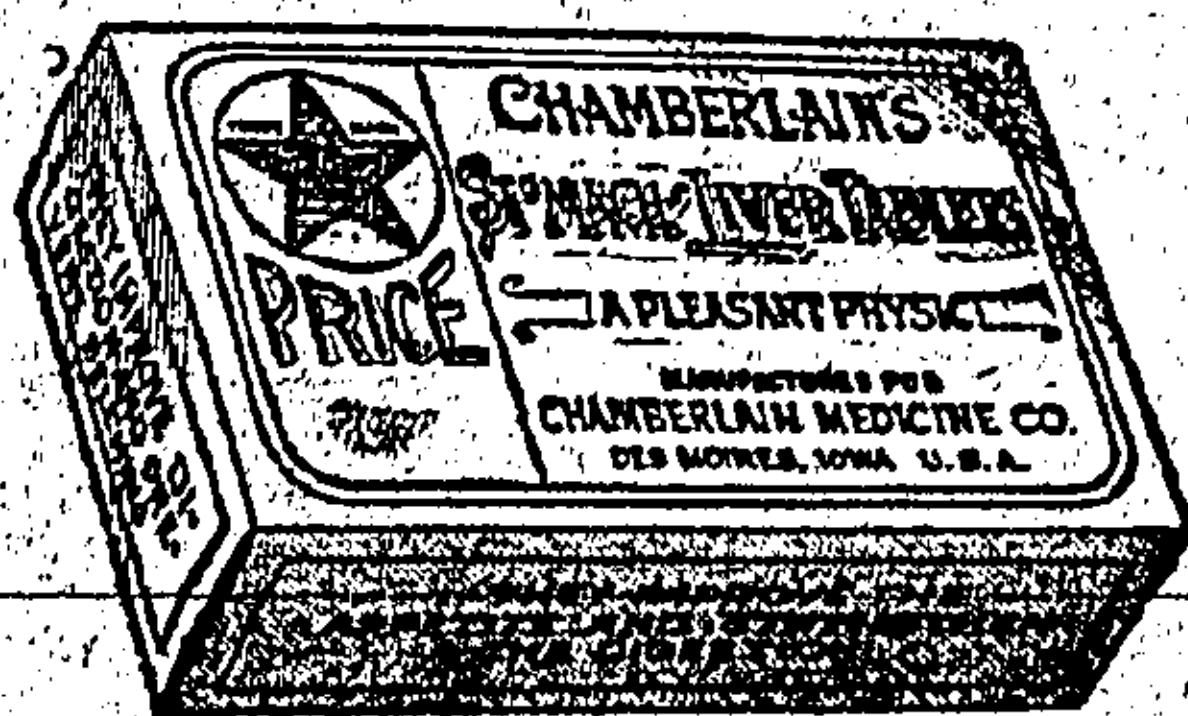
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AGENCY OFFERED.

A LUCKY NUMBER.

Mr. H. S. Staveley, at the Banbury Quarter Sessions, had to farewell to the borough on July 10th, having resigned on being appointed County Court Judge for Northamptonshire. People declared, he said, there was nothing in numbers, but he had curious history connected with No. 22. He was born on the twenty-second day of the month, christened on the twenty-second, married on the twenty-second, his two children were born on the twenty-second, he was called to the Bar on the twenty-second, appointed Recorder of Banbury on the twenty-second, and his appointment as County Court Judge was dated the twenty-second.

It is quite possible to see brocade, tulle or silver or gold lined turbans adding their exotic note to an evening gathering. The mantilla-hat will be worn more than any other kind in the evening as long as lace continues to be the favoured material for "dressy" gowns, because it lends itself so well to a harmonising of dress and hat and the creating of an ensemble—a feature of dressing Parisiennes strive to achieve. There are not more than anything else. There are not many lace hats to be seen in Paris theatres just now, because the women who could afford such luxuries have all hurried off to the seaside or mountains for the summer, but it is safe to prophesy that when they return each and every one of them will add to her trousseau for the coming Autumn and Winter seasons a lace theatre hat to match her lace evening gown, and that this hat will have a flowing width at the back that Madama will draw round her in imitation of a cape, as she sits in her "loge."

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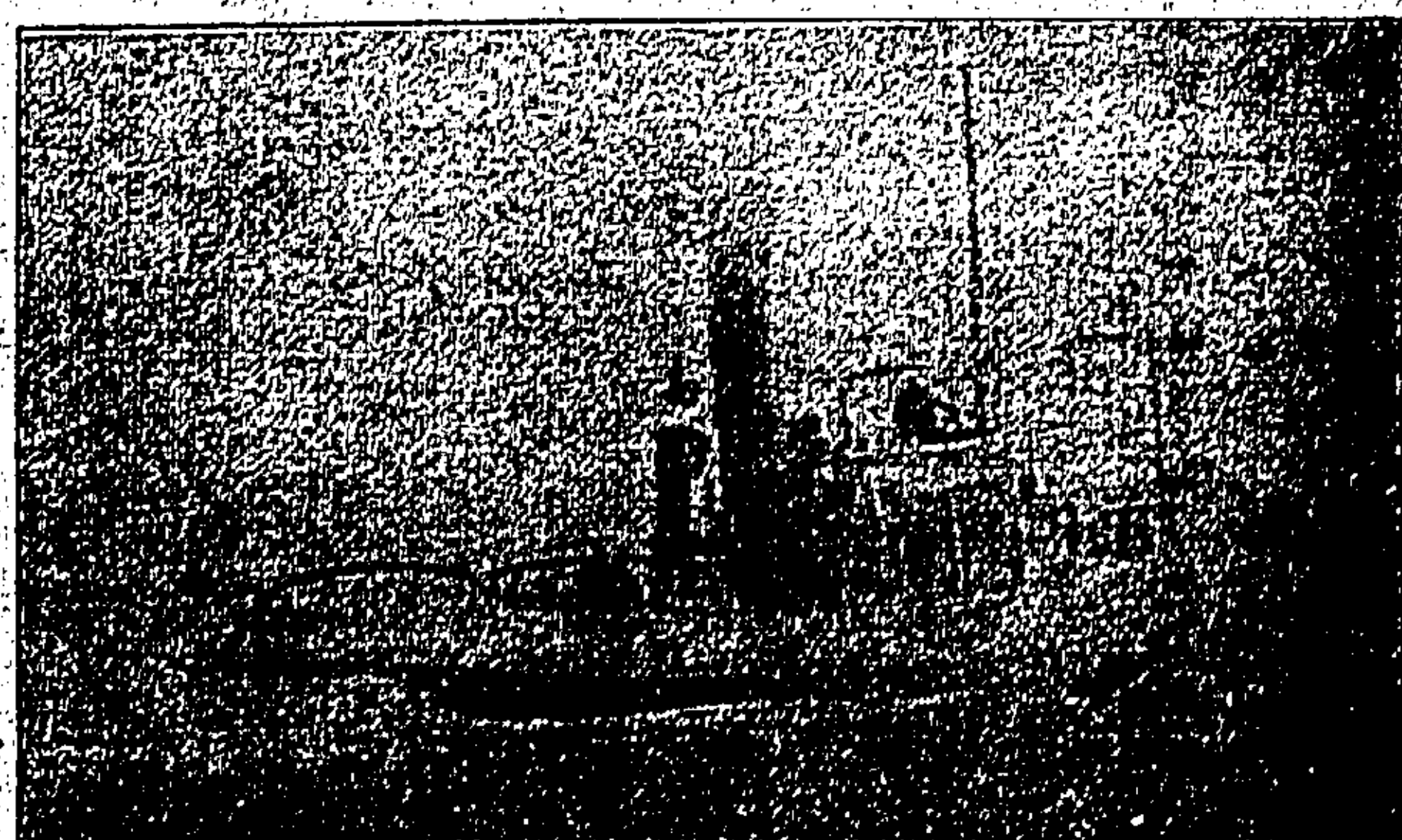
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SHIPPING NEWS

ARRIVALS

August 29th.

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Duen Samul, Siamese str., 1,080 tons, Capt. J. Phillips, from Bangkok, with a general cargo. B. & S.
Glencliffe, British str., 4,125 tons, Capt. W. H. Baker, from Singapore, with a general cargo. J.M. & Co.
Miyoshi Maru, Japanese str., 1,798 tons, Capt. H. Yagi, from Mito, with coal. M.B.K.

August 30th.

Tokio Maru, British str., 1,876 tons, Capt. C. R. McLean, from Tientsin, with sugar. B. & S.
Brenta, Italian str., 3,340 tons, Capt. M. Martindale, from Mito, with a general cargo. M.B.K.

August 31st.

Ching Hing, Chinese str., 2,100 tons, Capt. Leung Sau Kong, from K. C. Wan, with a general cargo. Hong On & Co.
Gordon, British str., 2,808 tons, Capt. J. Watson, from Amoy, with a general cargo. China Mail S.S. Co.
Hanching, British str., 1,267 tons, Capt. J. S. Thomson, from Swatow, with a general cargo. Douglas S.S. Co.

Hama Maru, Japanese str., 3,810 tons, Capt. J. Hoshino, from Kaitung, with coal. Suzuki & Co.
Jeypon, British str., 3,229 tons, Capt. R. H. Griffin, from Shanghai, with a general cargo. Mackinnon, Mackenzie & Co.
Kiyo Maru, Japanese str., 2,015 tons, Capt. T. Motohige, from Kaitung, with a general cargo. U.S.K.

Kanung, British str., 1,580 tons, Capt. Tucker, from Bangkok, with a general cargo. B. & S.
M. Lee, Chinese str., 761 tons, Capt. A. Lathorvsky, from Saigon, with rice. Tung Tak & Co.
Phoe Yang, British str., 4,022 tons, Capt. H. C. Kiddle, from Hothow, with a general cargo. Cheong Yee S.S. Co.
Sunwing, British str., 1,750 tons, Capt. H. A. Wavell, from Shanghai, with a general cargo. B. & S.

Szechuan, British str., from Canton.
Taipei, Chinese str., 1,641 tons, Capt. Z. Masaki, from Weihaiwei, with a general cargo. Yee Tai Hong.
Taiwan, British str., 1,541 tons, Capt. P. C. Parkies, from Amoy, none. J.M. & Co.

Tiamochus, British str., 1,340 tons, Capt. W. Anderson, from Saigon, with a general cargo. Wo Fat Shing.
Tuan Hong, Chinese str., 1,411 tons, Capt. H. C. Foyen, from Saigon, with rice. Yuen Shing Fat.
Yue Yung Wo, British str., 316 tons, Capt. Wm. Ross, from Swatow, with a general cargo. Cheong Yee S.S. Co.

CLEARANCES.

August 29th.

Akera, for Tientsin.
Glencliffe, for Shanghai.
Ichang, for Weihaiwei.
Makou Maru, for Saigon.
Tamper, for Canton.

August 30th.

Eastern, for Manila.
Farther Dollar, for Manila.
Helios, for Canton.
Hartun Maru, for Canton.
Jeypon, for Singapore.
Kanung, for Swatow.
Kungshan, for Hothow.
King Hothow, for Hothow.
Prism Maru, for Dairen.
Sunwing, for Canton.
Sui Yik, for Shanghai.
Szechuan, for Amoy.
Tai Sui Ma, for K. C. Wan.
Van Derkruis, for Amoy.
Wuhu, for Canton.

PASSENGERS.

ARRIVALS.

Per *S.S. Kiyo Maru*, on August 29th: Mr. G. E. Lyon.

Per *S.S. Hanching*, on August 30th: Messrs. S. G. Phillips, S. T. McIntosh, H. Warren, D. Glenodios, W. Reynolds, F. G. Oatley, H. Pillard, Mr. and Mrs. Ira S. Boylent, Mrs. Kent, Miss M. H. Briggs.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* left Maifa at 6 p.m. on Tuesday, and is due at Hongkong at 7 a.m. to-day.

The China Mail *Gorjistan* will sail for Singapore, Batavia, Samarang and Sourabaya, at 2 p.m. on September 1st, instead of 3 p.m. as previously announced.

The R.M.S. *Empress of Russia*, from Hongkong on August 19th, arrived at Vancouver on August 25th.

VESSELS EXPECTED.

Ajiaz (Blue Funnel), due Sept. 4th.
Atalochus (Blue Funnel), due August 31st.
Butterfield (Blue Funnel), due October 12th.
Doncock (Ben Line), due Sept. 2nd, daylight.

Empress of Asia, due August 31st, 6 a.m.
Empress of Canada, due Sept. 14th.
Hakone Maru (N.Y.K.), due Sept. 1st.
Helios (Blue Funnel), due Sept. 26th.
Hyson (Blue Funnel), due September 10th.
Katori Maru (N.Y.K.), due Sept. 2nd.
Nagano Maru (N.Y.K.), due Sept. 7th.
Orestes (Blue Funnel), due Sept. 19th.
Tallhybus (Blue Funnel), due Sept. 3rd.
Tydeus (Blue Funnel), due Sept. 13th.
Tyndareus (Blue Funnel), due Sept. 21st.
Yamagata Maru (N.Y.K.), due Sept. 17th.
Yoshino Maru (N.Y.K.), due Sept. 14th.

WEATHER REPORT.

August 29th, at 14.35.—Warning to Hongkong Coast Ports, &c.—A severe typhoon within 60 miles of Lat. 26 deg. N. Long. 128 deg. E., direction unknown.

August 30th, at 11.35.—Warning to Hongkong Coast Ports, &c.—A severe typhoon within 60 miles of Lat. 27 deg. N. Long. 128 deg. E., moving W.N.W.

August 30th, at 11.35.—Pressure has decreased moderately at Ishigakijima, Keelung, and Shanghai. It has increased moderately over the Loochoos and decreased slightly at Hongkong.

From observations received after the issue of yesterday's report it appears that a typhoon formed to the S.E. of Naha, in the afternoon of August 28th, passing near Naha in the forenoon of August 29th. It now appears to be moving W.N.W. or West, threatening the Coast between Shanghai and Foochow.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 30th August, 1.69 inches. Total since January 1st, 53.30 inches, against an average of 55.55 inches.

The forecast for the 24 hours ending at noon today is as follows:—

Forecast
 Hongkong to Gap Rock S.W. winds, moderate; overcast, rainy.
 Furieuse Channel W. winds, freshening considerably.

South coast of China between Hongkong and Lamook No. 1
 South coast of China between Hongkong and Hainan The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, August 30th.

Time	On 29th	On 30th	On 31st
Day	at 2 p.m.	6 a.m.	2 p.m.
Barometer	29.62	29.56	29.57
Temperature	81	80	82
Humidity	86	89	80
Wind Direction	W	W	WSW
Force	3	4	3
Weather	or	or	O
Rain	—	2.57	0.00
High: open-air Temperature on 30th	86		
Lowest open-air Temperature on 30th	77		

HONGKONG TIDE TABLE

From August 31st to Sept. 6th, 1932.

Day of Week	Days of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Thur	31	8.15 a.m.	11.39 a.m.	2.3 a.m.	1.3
Fri	1	8.19 a.m.	11.44 a.m.	3.8 a.m.	1.9
Sat	2	8.23 a.m.	11.49 a.m.	4.3 a.m.	2.9
Sun	3	8.27 a.m.	11.54 a.m.	4.8 a.m.	3.9
Mon	4	8.31 a.m.	12.00 p.m.	5.3 a.m.	4.9
Tue	5	8.35 a.m.	12.06 p.m.	5.8 a.m.	5.9
Wed	6	8.39 a.m.	12.12 p.m.	6.3 a.m.	6.9

BOARD OF CONSERVANCY WORKS OF KWANTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation	1932.		1931.	
	W.L. recorded.	W.L. over recorded.	W.L. recorded.	W.L. over recorded.
Wachow, W. River	+78.50	-2.43	35.90	36.90
Kongmoon, W. River	+14.70	-0.80	7.50	
Linkongshow, N. River	+57.00	—	11.00	18.50
Banshui, N. River	+27.25	-5.00	12.60	12.60
Shokling, E. River	+15.15	-0.88	5.40	6.10

Engineer-in-Chief

DAIRY FARM NEWS.

FISH.

Just landed, direct from the Scottish Fisheries.

FILLETS	65 cents per lb.
HADDOCKS	60 "
KIPPERS	50 "

LATEST TABLE DELICACY.

SQUAB CHICKEN (DRI PLUCKED) \$1.00 Each.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

FOR EUROPE AND AMERICA

INDIA, AUSTRALIA, &c.

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NEWS OF THE FAR EAST

Is given in the

HONGKONG WEEKLY

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with which is incorporated

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VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT	APPLY TO	TO BE DESPATCHED
LIVERPOOL & GLASGOW via MANZILLAS	Bengal Maru	Jap.	Nippon Yusen Kaisha	On 7th Sept.	On 7th Sept.
BOSTON & NEW YORK via SUEZ	Titan	Brit.	The Bank Line, Limited	On 8th Sept.	On 8th Sept.
NEW YORK & BOSTON	Slavia Prince	Brit.	Prince Line	On 8th Sept.	On 8th Sept.
SAN FRANCISCO	West Ivan	Am.	Struthers & Barry	On 8th Sept.	On 8th Sept.
SAN FRANCISCO via SHANGHAI & JAP. PORTS & H'K.	President Cleveland	Am.	Pacific Mail S.S. Co.	On 13th Sept.	On 13th Sept.
SAN FRANCISCO via SHANGHAI, JAPAN, &c.	China	Am.	China Mail S.S. Co. Ltd.	On 18th Sept.	On 18th Sept.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Canada	Brit.	Canadian Pacific O.S. Ltd.	About 21st Sept.	About 21st Sept.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, J. PORTS	Iyo Maru	Jap.	Nippon Yusen Kaisha	On 16th Sept. at 11 a.m.	On 16th Sept. at 11 a.m.
VICTORIA, SEATTLE & VANCOUVER	Fuwei Maru	Jap.	Osaka Shosen Kaisha	On 1st Sept.	On 1st Sept.
VICTORIA, SEATTLE & VANCOUVER	Tallhybus	Brit.	Butterfield & Swire	On 18th Sept.	On 18th Sept.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress Asia	Brit.	Canadian Pacific O.S. Ltd.	On 1st Sept.	On 1st Sept.
MANZILLAS, LONDON & ANTWERP	Joyce	Brit.	P. & O. L. & A. L.	On 31st inst. Noon.	About 1st Sept.
MANZILLAS, LONDON & ANTWERP	Cordillere	Fren.	Messageries Maritimes	About 1st Sept.	About 1st Sept.
MANZILLAS, LONDON, ANTWERP via SINGAPORE, &c.	Katori Maru	Jap.	Nippon Yusen Kaisha	On 3rd Sept.	On 3rd Sept. at 11 a.m.
LONDON, ROTTERDAM & ANTWERP	Thesus	Brit.	Butterfield & Swire	On 4th Sept.	On 4th Sept.
LONDON, AMSTERDAM & ANTWERP	Telesias	Brit.	Butterfield & Swire	On 23rd Sept.	On 23rd Sept.
LONDON, ANTWERP, ROTTERDAM & HAMBURG	City of Florence	Brit.	The Bank Line, Ltd.	On 6th Sept.	On 6th Sept.
GENOA, LONDON, ROTTERDAM, ANTWERP & HAMBURG	Glenshane	Brit.	Jardine, Matheson & Co. Ltd.	On 7th Sept.	On 7th Sept.
GENOA, MANZILLAS, LONDON & ANTWERP	Ningchow	Brit.	Butterfield & Swire	On 7th Sept.	On 7th Sept.
ROTTERDAM, AMSTERDAM & HAMBURG	Sembilan	Dut.	Java-China-Japan-Lijn	On 27th Sept.	On 27th Sept.
BOMBAY, MANZILLAS, LONDON & ANTWERP	Macedonia	Brit.	P. & O. L. & A. L.	On 27th Sept.	On 27th Sept.
CEYLON & CALCUTTA	Takooka Maru	Jap.	Nippon Yusen Kaisha	On 1st Sept.	On 1st Sept.
SINGAPORE & BATAVIA	Van Overbreen	Dut.	Jardine, Matheson & Co. Ltd.	On 1st Sept. 3 p.m.	On 1st Sept. 3 p.m.
BRINDISI, VENICE & TRIESTE	Tracia	Brit.	Dodwell & Co. Ltd.	About 1st Sept.	About 1st Sept.
WEIHAIWEI, CHAPU & TIENTSIN	Kweichow	Brit.	Butterfield & Swire	On 18th Sept. at 4 p.m.	About 31st inst.
HAIPHONG via HONKOW & PAKHOI	Taiqua Maru	Jap.	Yamashita Kisen Kaisha	About 31st inst.	About 31st inst.
KEELUNG via SWATOW & AMOY	Hozni Maru	Jap.	Yamashita Kisen Kaisha	About 31st inst.	About 31st inst.
SAUDAN	Hinsang	Brit.	Jardine, Matheson & Co. Ltd.	On 7th Sept. at Noon	On 19th Sept. at 11 a.m.
AUSTRALIAN PORTS via MANILA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 1st Sept. at Noon	On 1st Sept. at Noon
AUSTRALIAN PORTS	Eastern	Brit.	P. & O. L. & A. L.	On 1st Sept. at Noon	On 1st Sept. at Noon
SENGAL, SWATOW & SHANGHAI	Kwongshun	Brit.	Jardine, Matheson & Co. Ltd.	On 1st Sept. at Noon	On 1st Sept. at Noon
SENGAL, KORE & YOKOHAMA	Hakooka Maru	Jap.	Nippon Yusen Kaisha	On 1st Sept. at 4 p.m.	On 1st Sept. at 4 p.m.
SENGAL, KORE & YOKOHAMA	Angkor	Fren.	Messageries Maritimes	About 1st Sept.	About 1st Sept.
SENGAL, KORE & YOKOHAMA	Soudan	Brit.	P. & O. L. & A. L.	On 7th Sept. at 4 p.m.	About 6th Sept.
SENGAL, KORE & YOKOHAMA	Persia	Brit.	Dodwell & Co. Ltd.	On 2nd Sept. at 4 p.m.	About 4th Sept.
SENGAL, KORE & YOKOHAMA	Kumsang	Brit.	Jardine, Matheson & Co. Ltd.	About 4th Sept.	About 4th Sept.
SENGAL, KORE & YOKOHAMA	Tijlhwong	Dut.	Java-China-Japan-Lijn	On 13th Sept.	About 5th Sept.
SENGAL, KORE & YOKOHAMA	Busho Maru	Jap.	Osaka Shosen Kaisha	On 5th Sept. at Noon	On 5th Sept. at Noon

ELLERMAN LINE

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FREIGHT & PASSENGER SERVICE.

OUTWARDS.

HOMEWARDS.

S.S. "CITY OF FLORENCE" ... 8th Sept. ... London, Antwerp, Rotterdam & Hamburg.

Subject to change without notice.

For particulars of freight and passenger rates apply to—

THE BANK LINE, LTD.

Ries & Co., CANTON.

General Agents.

[31]

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J.M. S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

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Sailings from Hongkong.

S.S. "TITAN"	via Suez Canal	5th Sept.
S.S. "CITY OF LINCOLN"	via Suez Canal	15th Sept.
S.S. "CITY OF BIRMINGHAM"	via Suez Canal	25th Sept.
S.S. "PELEUS"	via Suez Canal	5th October.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

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MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATIONS.	STEAMERS & DISPLACEMENT.	SAILING DATES.
SHANGHAI, KORE & YOKOHAMA	"ANGKOR" 15,000	On or about 1st Sept.
	"ANGERS" 15,000	On or about 15th Sept.
	"AZAY LE RIDEAU" 15,000	On or about 29th Sept.
MARSEILLES, via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DIBOUTI, SUZ, & PORT SAID.	"CORDILLERE" 11,000	On or about 8th Sept.
	"AMAZONE" 11,000	On or about 19th Sept.
	"ANGKOR" 15,000	On or about 3rd Oct.
	"ANGERS" 15,000	On or about 17th Oct.

COMMERCIAL LINE

GRAN, PORT-LEZ-TOURNAI, HARVE, DUNKERQUE, ANTWERP

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING	Capt. J. B. Thomson	Friday, 1st Sept., at 1 p.m.
HAIPHONG	Capt. W. C. Passmore	Tuesday, 5th Sept., at 1 p.m.
HAIFONG	Capt. W. S. Turnbull	Friday, 8th Sept., at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,
General Manager.**P. & O., British India
Apcar and
Eastern & Australian
Lines**

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MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, Persian Gulf, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"JEYPORE" + "NOVARA"	5,318	31st Aug. Noon	S'pore, Penang, Colombo & Bombay
"BOUDAN"	4,850	18th Sept.	Marseilles, London & Antwerp
"MACEDONIA"	4,856	22nd Sept.	S'pore, Penang, Colombo & Bombay
	10,513	27th Sept.	Bombay, Marseilles, London & Antwerp
"KALYAN"	5,487	11th Oct.	Marseilles, London & Antwerp
"MANTUA"	11,000	25th Oct.	Bombay, Marseilles, London & Antwerp
"DONGOLA"	4,066	8th Nov.	Marseilles, London & Antwerp
"KARNATA"	7,000	22nd Nov.	Bombay, Marseilles, London & Antwerp
"KASHGAR"	9,000	6th Dec.	Marseilles, London & Antwerp
"PLASSY"	7,300	27th Dec.	Bombay, Marseilles, London & Antwerp
"SARDINIA"	6,580	10th Jan. 1924	do.
"NELLORE"	6,583	24th Jan.	do.
		7th Feb.	do.

BRITISH INDIA - APCAR SAILINGS

"GREGORY APCAR"	4,649	2nd Sept.	Calcutta via Singapore, Port Swettenham & Penang
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EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	31st Aug. Noon	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne
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Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI & JAPAN**

"SOUDAN"	6,696	7th Sept.	Shanghai
"MACEDONIA"	11,000	9th Sept.	Shanghai

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to—

† Cargo only.

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG.

Agents.

[1]

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—Monthly direct service via Singapore and Port Said.

"LONDON MARU" (Taking Passengers to Europe) Saturday, 16th Sept.
BUENOS AIRES, RIO DE JANEIRO, SANTO DUBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.

TACOMA MARU ... 19th Sept.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"INDUS MARU" ... Friday, 8th Sept.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

"BUSHO MARU" ... Wednesday, 13th Sept.

CALCUTTA via SINGAPORE & RANGOON.

"SAIGON MARU" ... Saturday, 30th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.

HAWAII MARU ... Friday, 1st Sept.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HAWANA MARU" ... Tuesday, 12th Sept.

NEW ORELANS LINE via SUEZ.

"SUMATRA MARU" ... Thursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"ALTAI MARU" ... Sunday, 3rd Sept.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passenger.

"KAIJO MARU" ... Every Sunday.

"AMAKUSA MARU" ... Thursday, 7th Sept.

TAKAO via SWATOW AMOY.

"BOSHO MARU" ... Thursday, 7th Sept.

Tel. No. 4080.

K. YABUDA, Manager

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "SLAVIC PRINCE" ... End of September.

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED

(Incorporated in Great Britain)

St. George's Building.

Telephone 2165.

Telegrams (Furnes)

**C. N. C.
CHINA NAVIGATION CO., LTD.**

For	SAILINGS SUBJECT TO ALTERATIONS	To Sail
SHANGHAI & TIENTSIN	"LIANGCHOW"	On 1st Sept. D.L.
SAIGON	"LINAN"	On 1st Sept. D.L.
SHANGHAI	"CHANGCHOW"	On 1st Sept. 9 a.m.
HAIPHONG	"CHENAN"	On 1st Sept. 9 a.m.
AMOY & SHANGHAI	"SHANGHAI"	On 1st Sept. 9 a.m.
MANILA, CEBU & LOILO	"TAKING"	On 1st Sept. Noon
SWATOW & AMOY	"KIUNGCHOW"	On 2nd Sept. 4 p.m.
SHANGHAI & TIENTSIN	"SUNNING"	On 2nd Sept. 4 p.m.
SHANGHAI	"KWEILIN"	On 2nd Sept. 4 p.m.
HOIHOW & PAKHOI	"CHINHUA"	On 3rd Sept. 9 a.m.
SHANGHAI	"SUIYANG"	On 3rd Sept. 4 p.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 3rd Sept. 4 p.m.
SWATOW & BANGKOK	"KAYING"	On 5th Sept. 4 p.m.
SHANGHAI & TIENTSIN	"LUCHOW"	On 5th Sept. 4 p.m.
WATWANG, CHANGCHOW & TIENTSIN	"KWEICHOW"	On 6th Sept. 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KAIFONG"	On 8th Sept. 9 a.m.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO
Excellent Saloon accommodation, electric fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

Agents.

CARGO & BAGGAGE CAN BE STORED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.)

SIAMESE STEAMSHIP CO., LTD.**SAILINGS FROM HONGKONG**

FOR	STEAMER	TO SAIL
BANGKOK	"PHAN SAMUD"	Sept. 4th, 6 p.m.
BANGKOK	"DOEN SAMUD"	Sept. 7th, 6 p.m.

For further particulars apply to

Messrs. BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.) Agents.

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AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila & Australian Ports
"TAIYUAN"	22nd Sept.	27th Sept.
"CHANGSHA"	15th Oct.	20th Oct.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.) Agents.

**PACIFIC MAIL S.S. CO., Managing Agents,
U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.****TRANS-PACIFIC SERVICE**

Freight and Passengers

Fare to European Ports US\$ \$620.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU:

S.S. "PRESIDENT CLEVELAND" ... Leaves Hongkong ... Arrives San Francisco

S.S. "GOLDEN STATE" ... (formerly "GOLDEN STATE") ... Sept. 18th ... Oct. 5th

S.S. "PRESIDENT WILSON" ... (formerly "EMPIRE STATE") ... Oct. 4th ... Oct. 28th

S.S. "PRESIDENT TAFT" ... Oct. 14th ... Nov. 5th

Sailings and Fares Subject to change without Notice.

HONGKONG-CALCUTTA SERVICE

CALCUTTA via SINGAPORE, PENANG and BANGKOK.

S.S. "LAKE FIELDING" ... Sept. 1st, at noon

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA & NEW YORK.

S.S. "KATHARINE" ... Oct. 10th

S.S. "HANOVER" ... Nov. 8th

S.S. "PATRICK HENRY" ... Dec. 7th

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Cable Address "POLANO" Union Building, Hongkong.

Agents at CANTON—RIES & CO.

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DODWELL & CO., LIMITED.**REGULAR SAILINGS TO NEW YORK & BOSTON**

for NEW YORK & BOSTON

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "PERSIA" ... sailing on or about 6th September.

FOR BRINDISI, VENICE & TRIESTE

S.S. "TRACIA" ... sailing on or about 6th September.

S.S. "PERSIA" ... sailing on or about 26th September.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMLAZI" ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

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YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. CO., LTD.)

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "TAIKWA MARU" ... on or about 31st Aug.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZUI MARU" ... on or about 31st Aug.

For further particulars, please apply to—

S. MITARAI

Agent.

Branch Office:
No. 17 Nathan Street, West.

Tel. No. 115.

Top Floor, King's Building.

Tel. No. 140.

